



Hongkong Daily Press

ESTABLISHED 1857

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The Price of Eye Strain
IS RUINED AND MISTY READING,
HEADACHES,
AND ILL-HEALTH GENERALLY.
WEAR SUITABLE GLASSES
N. LAZARUS
OPHTHALMIC OPTICIAN
24, Queen's Road Central, HONGKONG.

No. 19,569. 號九十六百五千九萬一第 日五十月元年酉辛 HONGKONG, TUESDAY, FEBRUARY 22ND, 1921. 二拜禮 號二十月二年十國民華中 PRICE, \$3 PER MONTH.

JUST LANDED

SULLIVAN, POWELL & CO., LTD.

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A LING & CO.

19, Queen's Road Central, HONGKONG.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and Mirror Maker.
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PEAK TRAMWAY CO.

LIMITED.

TIME-TABLE.

WEEK DAYS	
7.00 a.m. to 8.00 a.m. every 15 minutes	
8.00 " " 8.30 " " 10 " "	
9.30 " " 10.00 " " 10 " "	
10.30 " " 11.00 " " 10 " "	
11.30 " " 12.00 p.m. " 10 " "	
12.30 p.m. " 1.00 p.m. " 10 " "	
1.30 " " 2.00 " " 10 " "	
2.30 " " 3.00 " " 10 " "	
3.30 " " 4.00 " " 10 " "	

HOLIDAY DAYS	
8.00 a.m. to 10.00 a.m. every 15 minutes	
10.30 " " 11.00 " " 10 " "	
11.30 " " 12.00 p.m. " 10 " "	
12.30 p.m. " 1.00 p.m. " 10 " "	
1.30 " " 2.00 " " 10 " "	
2.30 " " 3.00 " " 10 " "	
3.30 " " 4.00 " " 10 " "	

Extra Car—12 midnight.

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller Order representative of Bank Note.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 22ND, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24
	Local	Local	Through Express	Local	Through Slow	Local	Local	Local	Local	Mixed Class	Mixed Passenger
CANTON (Sha Tau Tan)	dep.		8.00		8.45					1.30	
SHEK LUNG			8.10		8.50					1.40	
Sham Chun	arr.		8.17		9.00					1.47	
Sham Chun	dep.	7.51	11.07	8.07	8.50	11.40				1.54	8.04
Sham Chun	arr.	7.58	11.17	8.13	8.47	11.46				1.56	8.11
Sham Chun	dep.	7.59	11.18	8.16	8.48	11.53				1.57	8.12
Sham Chun	arr.	7.59	11.18	8.16	8.48	11.53				1.57	8.12
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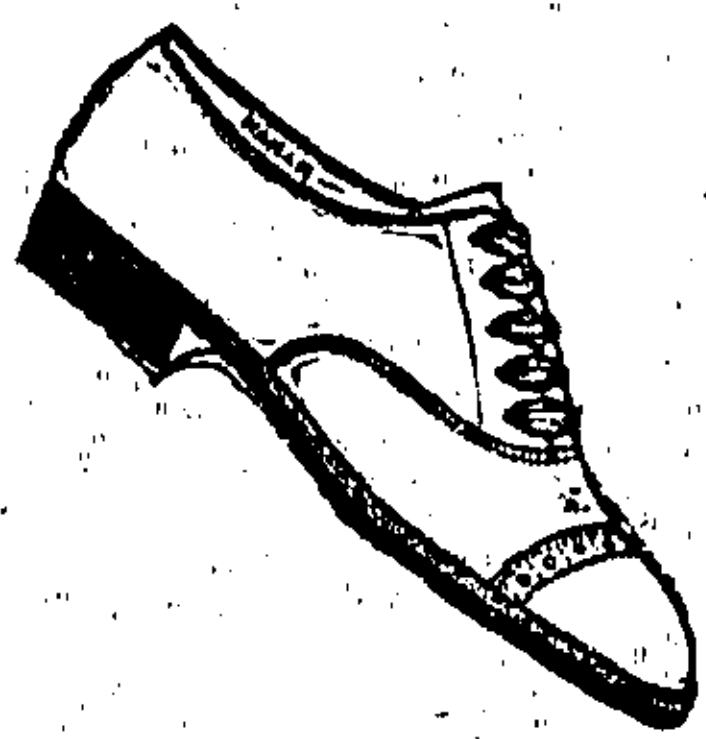
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Smart Shoes for the Races.



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SHOES

Hanan is the name that identifies Shoes & Boots of superior quality; a mark that appears only on footwear of the highest standard of materials, fit & style.

NEW STYLES IN TAN, BLACK AND PATENT LEATHERS.

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MEN'S WEAR SPECIALISTS.

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TELEPHONE 29.

SANITARY WASHABLE

HALL'S DISTEMPER

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to—

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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

(19)

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MEMBERS OF JAPAN HOTEL ASSOCIATION.

Average Rates for Single Rooms (without Bath) including meals
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Kanazawa —	Miyako Hotel	Nikko —	Tokyo —
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Garmawa —	Park Hotel	Nikko Hotel	Tokyo Station Hotel
Mikawa Hotel	Miyajima —	Osaka —	Tokyo Sanyo Hotel
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Oriental Hotel	Miyazaki —	Kanmori Hotel	Grand Hotel
Tor Hotel	Fujiya Hotel	Sao-yo Hotel	

IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN MANCHURIA

Kiao (Seoul) —	Changchun —	Hotel (Mukden) —
Chosen Hotel	Yamato Hotel	Yamato Hotel
Fusan —	Dairen —	
Fusan Station Hotel	Yamato Hotel	
Shingaihu —	Hoshigata —	Byoyan (Port Arthur) —
Shingaihu Station Hotel	Yamato Hotel	Yamato Hotel

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(17)

YANGTZEPOO COTTON MILL, LIMITED.

ANNUAL GENERAL MEETING.

The sixth ordinary meeting of shareholders in the Yangtzeppoo Cotton Mill, Ltd., was held last week, at the offices of the general managers, Messrs. Jardine, Matheson & Co., Ltd., Shanghai, Mr. A. Brunke-Smith, president, supported by Messrs. C. G. S. Mackie, R. McE. Dalgleish, Pan Chung-poo and Woo Ling-shu (members of the Consulting Committee), and the attendance represented 40,000 shares.

The CHAIRMAN said: It gives the general managers and Consulting Committee great pleasure to again present a highly satisfactory report, considering the very difficult conditions that have prevailed during recent months.

The net profit for the year amounted to Tls. 1,473,214.68, and I trust that the proposed allocations of the balance at credit of profit and loss accounts will have your entire approval.

The dividend of seven per cent. on the preference shares is the first charge on our profits and calls for no comment.

100 PER CENT. DIVIDEND.

The proposed final dividend on the ordinary shares of Tls. 3.75, with the interim dividend of Tls. 1.25 paid on August 12th, makes Tls. 5 per share (that is, 100 per cent.) for the year, which we trust will be satisfactory to shareholders.

As we consider that the equalization of dividend fund with Tls. 500,000 at credit and cotton fluctuation fund with Tls. 150,000 are already sufficiently strong, we propose to add Tls. 250,000 to reserve fund, making it Tls. 350,000, thus bringing our total reserves to Tls. 1,000,000.

The proposals to write off plant and machinery Tls. 85,000 and buildings Tls. 50,000 are slightly more than last year. The amount of Tls. 500 to be written off furniture calls for no comment. As we have recently made some additions to our buildings, it will be necessary for us to provide more for depreciation next year.

By adding Tls. 20,000 to special repairs and renewals fund we shall have available Tls. 38,438.73 to keep the mills as efficient as possible.

The bonus of Tls. 35,000 to the staff at the mills has been well earned and will, I am sure, be greatly appreciated.

Our contingency against the increasing number of employees who qualify for the Chinese superannuation fund, inaugurated last year, will be covered by the provision of Tls. 10,000.

The proposed donation of Tls. 10,000 to war funds can be sent to the Secretary of State for Foreign Affairs for disposal, probably to the King's Fund for Disabled Soldiers and Sailors.

BUSINESS DURING THE YEAR.

For the first few months of 1920, demand for our mill products was brisk at high prices, and we were able to maintain very profitably owing to comparatively cheap cotton. We were fortunate in securing business to fill our order books to June, as in the late Spring the inevitable reaction, that was foreshadowed at our meeting last year, began to be felt and prices declined rapidly. I am pleased to say that all our yarn dealers honoured their contracts, and we suffered no losses in this connection.

In cloth, however, the handsome profits we were making in the earlier part of the year were very seriously depleted by losses sustained owing to some defaulting dealers. In view of the serious crisis through which the piece goods trade in China is now passing, we considered it advisable to deal drastically with stocks of cloth in our accounts, and we trust we have provided for the worst.

THE SUPPLY OF COTTON.

Cotton throughout our past year has been plentiful and reasonably cheap, considering the high prices of mill products. The China crop was considerably smaller than usual owing to unfavourable weather conditions, but with high exchange rates ruling and Japan being over-stocked with Indian and American grades, there was little export from China, and local mills were readily able to obtain their supplies of fair quality. Useful grades of Indian were also available at cheap rates, but good varieties of American were comparatively dear owing to the general poor quality of their last crop.

During the past few months, all cotton prices have declined very heavily, and we may consider ourselves fortunate in having worked off practically all our dear purchases. The small stock we have taken over, as usual, at cost, is reasonably near present values, and is more than protected by our cotton fluctuation fund.

The reclamation of the land on our river frontage has now been completed and acquired by us, and forms a very valuable addition to the company's property. The new water intake, the new reinforced concrete godowns, and the addition to the weaving shed have also been completed, together with the installation of 61 new looms and preparation machinery, and these improvements are already supplementing the general efficiency of our undertaking. As will be seen by the balance sheet, expenditure on lands, buildings and machinery amounted to Tls. 259,932.31 during the year.

FACTORS IN THE FUTURE.

As regards future prospects, the depression throughout the world, of course, had its effect on our business during the past six or seven months, but it is significant that the cotton mill industry in China has so far weathered the storm satisfactorily, and the demand in the values of all commercial commodities will not be altogether unwelcome if it means a healthier state of affairs for all concerned in trade. We have recently made sales of yarn and cloth at satisfactory prices that will keep us engaged for some few months ahead, but what we must hope for is that a general improvement will shortly manifest itself in all directions, for although the present statistical position of mill products in China is sound, we must really look to a resumption of the

(Continued at foot of next column.)

ITALIAN CONVENT SCHOOL PRIZE-GIVING.

An informal distribution of prizes took place yesterday morning at the Italian Convent School, Mr. E. Ralphs, the Inspector of English Schools, presiding. The Rt. Rev. Bishop Pozzoni, Rev. Fr. de Maria Correspondent of R. C. schools and Lady Ho Tung were present. The following is a list of the prize winners:

Prize for Biblical knowledge from Bishop Pozzoni.—Margaret Holden. Lugard Shield.—Margaret Holden. Lugard Scholarship.—(1921-1922).—Eleanor Thom.

Lady Ho Tung Scholarship for good conduct and application, (1920) Maria Orazio and Cheung King Sen.

Class 1.—Senior Local Certificates (Honours) and prizes:—Dorothy Barwald (distinction in English, History and Biblical knowledge) first prize.

Waiira Rumjahn (distinction in history Biblical knowledge) second prize. Hung Ki Chun (distinction in history, Biblical knowledge and drawing).

Senior Local Certificates (Passes) and Prizes:—Margaret Holden (distinction in English and Biblical knowledge).

Carry Tennyson (distinction in English).

Tsun Chui Ngo (distinction in Biblical knowledge and drawing).

Kung Leung Yuk (distinction in English and Biblical knowledge).

Annie Pereira (distinction in English).

Maria Orazio (distinction in Biblical knowledge).

Dolly Hanson.

Class 2.—Junior Local Certificate and Prizes:—

Ruby Rumjahn (distinction in English, history and Biblical knowledge) first prize.

Agnes Ismail (distinction in English, history and Biblical knowledge) second prize.

Tsun Nan Feng (distinction in Biblical knowledge and drawing).

Vida Williams (distinction in needlework).

Agnes Gill (distinction in Biblical knowledge and needlework).

Julietta Elrod (distinction in Biblical knowledge).

Cheung King Sen (distinction in Biblical knowledge, drawing and needlework).

Minnie McGrann.

Class 3.—Leonora Thom, Maide Chow, Cissy Horley, Mary Dillon.

Class 4.—Eugenia Cabaco, Beatrice Gill, Stella Joanillo, Kimmy Barretto, Godelay Cooper, Mercedes Ribeiro, Mary White, Annie Chow and Lily Tsan.

Class 5.—Rees Kwok, Lina Woo, Conchita del Pan, Annie Leon, Nellie Fung, Celestina Xavier and Carmen da Rosa.

Class 6.—Carmela Remedios, Mary Hui, Violet Woo, Annie Fung, Elsie Tsan, Rezvon Nemazee, Sophie Fung.

Class 7.—Aurelia Geng, Carolina Maher, Angelina Choa, Maria Lopez, Graciela Lay, Martha Garcia.

Class 7.—(Special)—Daisie Stopps, Eva Ma, Alice Lee, Amy Chan, Agnes Lau and Rosa Lau.

Class 8.—Olga Rosario, Violet Wong, Maria Alves, Julia Gill, Violet Loke, Carmen del Pan and Mary Tse Yan.

Class 8 A.—(Special)—Molly Cheung, Mary Leong, Agnes Lam and Gladis Ma.

Class 8 B.—(Special)—Lucy Ching, Agnes Ching, Aysha Dyer and Hilda Chan.

Class 8 Lower Div.—(Special)—Eather Ng, Lucy Ng, Elaine Chan and Eliza Kwong.

Class 9.—Jose da Rosa, Peter Soares, Emilia Cruz, Cissy da Silva, Heredia de Silva, Hortencia Ching, Sarah Remedios.

Class 10.—(I.) Clement Lopez, John Rocha, Doreen Leonard, Kitty Tse Yan, Mildred Gardner, Olga Botelho, Barbara Earner.

Class 10.—(II.) Maria Takenotto, Lucy Chang, Frankie Gomes, Etelvina Ribeiro, Ferdinando Lopez, Julia Earner and Martin Earner.

Class 10.—(III.) Denise Mazich, Mary Smith and Irene Williams.

Prizes for Portuguese.—Stella Joanillo, Carmela Remedios, Hedwiges Silva, Kimmy Barretto.

export business to provide the purchasing power for our output that is so essential to economic safety.

The report and accounts and allocation of profit as proposed by the consulting committee were passed and Messrs. A. Brooke-Smith, C. G. S. Mackie, R. McE. Dalgleish, Pan Chung-poo and Woo Ling-shu were re-elected as members of the consulting committee.

SHAREHOLDERS' APPRECIATION.

Mr. A. W. BUKKILL: It should like to propose a very hearty vote of thanks to the management and the Consulting Committee for the very wonderful report presented to us. We all appreciate the fact that 1920 was a good year for cotton mills, but one is apt to overlook the fact that the position of this mill is due to the very able way the general managers have looked after it in lean years. I wish also to voice our appreciation of the very good work done by the staff at the mill. There is no doubt that, but for them, the work that the general managers would have had in running the mill during the past year would have been greatly increased and we ought heartily to welcome the bonus that has been voted to them (applause).

THE CHAIRMAN: I thank you heartily for the manner in which you have received Mr. Bukkill's remarks. We have had a wonderful year and, while it is not reasonable to hope that we shall show as good an account at the end of this year, the prospects are, at the present time, that the results will be quite satisfactory to shareholders. It is needless to say that shareholders cannot expect 100 per cent. every year. As to the staff at the mill, I can assure you that they give us very satisfactory support and I hope they will continue to improve both production and quality, because there is no end to getting better production and better quality. It is always possible to make improvements in every direction and in these two matters the general managers and Consulting Committee are dependent on the staff at the mill.

SPORT.

RIFLE SHOOTING.

VOLUNTEER v. H.M.S. "TAMAR."

The Volunteers met H.M.S. Tamar team at Stonecutters Range on February 19th, and again scored a success—this time by 69 points. It looked at first as if the Tamar would give the Volunteers a better fight. There was a very tricky breeze which increased up the range, making shooting difficult at the longer distances. The Volunteers have now disposed of their most dangerous rivals for the League Championship. The scores were as follows:—

better light. There was a very close breeze which increased up the range making shooting difficult at the long distances. The Volunteers have now disposed of their most dangerous rivals the League Championship. The scores were as follows:—

	H.K.V.D.C.			Total
	200 yds.	500 yds.	600 yds.	
Mr. Grimes	48	43	45	136
" Meade	39	44	41	124
" F. Goodman	40	46	35	121
" Thornhill	41	38	37	116
" Shaw	39	41	34	114
" Dodwell	41	37	33	111
" Goodman	39	38	32	109
" Wells	41	38	28	107
Total				937

H.M.S. "TAMAR."

	yds.	yds.	yds.	
Mr. Botting	39	43	38	1
" Ravenscroft	35	37	41	1
" Brazendale	39	44	30	1
" Clemow	38	39	34	1
" Selby	34	41	31	1
" Way	33	42	28	1
" Snell	38	34	30	1
" Allen	43	23	34	1
Total				8

TRIANGULAR MATCH.

A triangular match was shot off on King's Park Range between H.K.V.D.C., H.M.S. Alacrity, and the Wilts "D" Co., on the 20th inst., and resulted in a win for the Volunteers' and Alacrity team over the Wilts. The Volunteers have won all their matches up till now, and have to meet the "C" Co. of the Wilts Regt. and H.M.S. Curlew. It may reasonably be expected that they will secure the League Championship. Judging by the shooting in the League and the new conditions, Hongkong should stand an excellent chance of winning the Inter-port match. The scores were as follows:—

H.M.S. *Alacrity*, and the Wilts "Co., on the 20th inst., and resulted in a win for the Volunteers' and *Alacrity* team over the Wilts. The Volunteers have won all their matches up till now and have to meet the "C" Co. of the 1st Regt. and H.M.S. *Curlew*. It is reasonably expected that they will secure the League Championship. Judging by the shooting in the League the new conditions, Hongkong should stand an excellent chance of winning the Inter-port match. The scores were as follow:—

WILTS "D" CO.

Mr. F. Goodman	47	45	41
" Meade	43	44	44
" Grimes	45	44	36
" R. Goodman	42	44	38
" Dodwell	48	42	32
" Thornhill	39	40	42
" Shaw	35	35	39
" Wells	38	35	37
Total			

H.M.S. "ALACRITY."

		200	500	600
		yds.	yds.	yds.
Mr. Mayne		34	33	37
" Lancaster		36	33	31
" N. S. Smith		23	37	27
" Holloway		34	36	20
" Chesley		26	31	32
" Smith		41	28	19
" Wright		20	23	21
" Flamer		23	18	13
Total				

BILLIARDS.

HO KUM TUNG HANDICAP TOURNAMENT.

At the Palace Hotel, yesterday, J. H. Tait (—150) beat E. Alderman (—150) by 134 points, and Sergt. Major Stroud (—200) defeated C. P. Cave (—125) by 140 points (games of 250 up). To-night E. Thomas and W. W. Cooper meet J. M. D. Ribeiro and F. E. Silva, respectively.

THE SIAM RICE TRADE.

Mr. W. E. Adam, Chairman of the International Chamber of Commerce at Bangkok, recently addressed a special meeting of the chamber on the subject of the rice trade situation. We make the following extract from the speech:—The present situation is as follows. Despite the high exchange, the minimum price of paddy, and the steadily advancing local freight, Chinese millers are coping with paddy arrivals up to date, and are milling and exporting to Hongkong, where presumably they must be obtaining good prices. Just recently paddy has been coming to hand more freely, but the figures are as yet by no means what one would expect in a normal year at this period of the season. From a rice point of view, the question of exchange is evidently at present not affecting the Chinese exporter, and unless the Hongkong market collapses, and seeing that the export to China forms the bulk of the entire exportable crop, so far there is nothing to grumble about.

GOLF NOTES.

[BY ZODIAC.]

It is rather late to give a reminder that the monthly qualifying round for the Captain's Cup, ladies section, is to be played off to-day, by medal play, over the old course at Fanling, but it is hoped that there will be a large entry. Next month the qualifying round will be played over the same course on the 29th day of the month.

The Greens Committee are getting busy with the sand. Several greens on the old course have already been covered and it certainly is a great improvement. If there is enough sand to be obtained, it would be very beneficial if the approaches to the greens were top dressed also. It is just as necessary to have a good "approach" as a good green. This all means money, of course, but no member should grumble at money spent on the improvement of the course. Topographically, Fanling old course is one of the finest courses in the world, and if the Committee are given the necessary support there is no reason why, in a few years time, Hongkong should not be proud of having a Golf course equal to any course and better than the majority.

Deep Water Bay course is exceedingly popular and, I should imagine, must pay, in which case it is very necessary to keep the course in good condition. The tees and greens are in a very bad state just now, and unless something is done very soon to nurse them back it will be too late. Then there will be the unnecessary expense of re-turfing, both tees and greens. It should be a very easy matter to obtain good soil and sand from the vicinity of the course, and top dress the tees and greens with a mixture of both. In fact I would advocate closing the course for play, for a month, before the hot weather comes, when the course becomes even more popular, than during the winter months.

Looking at the fixture list I notice there is no competition to encourage the long handicap players. The low handicap players have the Championship and the Jasper Clark Cup as inducements to improve their game. Why not have one competition for players of 12 handicap and over? I think the long handicap men would appreciate this little attention. They support the Club every bit as much as the low handicap men and don't get quite such a good run for their money, so far as prizes are concerned. The Easter meeting takes place on March 25th-28th, and unless the programme has already been arranged this will be a good opportunity for giving the long handicap men a day.

The Maitland Cup, ladies' Shanghai foursomes, was played for last Tuesday, over the old course at Fanling (missing out the 10th, 11th, 12th, and 13th) by medal play. Two couples tied for the first place with the very good net score of 65, Mrs. Morrison and Mrs. Holmes 75 less 10, and Mrs. Fleming and Mrs. Crawford Morgan 81 less 10. In the replay, which took place on Friday last, Mrs. Fleming and Mrs. Crawford Morgan were successful with 82 less 10, one stroke worse than their first attempt. Mrs. Morrison and Mrs. Holmes took 83 less 10.

Miss Healing, the present holder of the ladies' Championship, has kindly presented a Cup for competition amongst the ladies. The condition of play is one round of the old course at Fanling, against Bogy 4 of the current handicap to be taken. The Cup will be played for on March 22nd, players to arrange their own matches, post entries.

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR THE ACTING CHIEF JUSTICE (MR. H. J. GOMPERTZ)].

The February criminal sessions opened yesterday at the Supreme Court. Both Courts were in session, the Acting Chief Justice (Mr. Justice H. J. Gompertz) presiding in the Chief Justice's Court and Mr. Justice J. R. Wood in the second court.

ARMED ROBBERY CHARGE.

Before Mr. Justice Gompertz, a Chinese named Leung Ying was tried on a charge of being concerned with four others in an armed robbery.

The following were empanelled as a jury:—Messrs. W. L. Marshall, C. da Roza, W. J. Ratty, Ho Leung, Archibald Edwards, O. A. de Carvalho, I. da Rocha.

Mr. Dyer Ball, who prosecuted for the Crown, said that the prisoner was charged with committing a robbery in conjunction with several other persons at a house 8, Yan Yee Lane. On January 15th, at about 12.30 a.m., the four women who lived on the second floor were awakened by the noise of the floor door being forced open. They found five men had come in. These men told the women that they came to search for illicit opium. They forced the four women into one of the cubicles and then began to ransack the rest of the floor. The women were cautioned not to make a noise. The men were armed with revolvers, and a dagger was found on the floor after they had left. A large quantity of jewellery, clothing and other things was collected by the robbers at the top of the staircase and after doing that they took the women one by one, tied their hands behind their backs, gagged them with sticks of sugar cane, and pushed them back into the cubicles. The prisoner was the last to be arrested. He was a watchman in the street in which the robbery occurred. A good deal of the stolen property was discovered in a house in the next street. Nothing was found on the prisoner when he was arrested, but he made a statement to the Police the substance of which was that he knew something about this robbery. He said he saw five men going up and he stood downstairs. When charged at the Police Court he made another statement denying everything.

The case in proceeding.

[BEFORE HIS HONOUR THE ACTING CHIEF JUSTICE (MR. H. J. GOMPERTZ)].

A MIDNIGHT STRUGGLE.

Before Mr. Justice J. R. Wood, Tai Yu Lung and San Yu Fung were indicted on a charge of robbery and assault.

Mr. G. H. Wakeman prosecuted.

The following jury were empanelled:—Messrs. Wong Ping Chun, A. du Bois, J. P. Braga, F. A. M. Rozario, H. J. Palmer (foreman), J. Dalezee and B. W. Tape.

Mr. Wakeman said that the two prisoners were charged with the offence of assault with intent to rob. On the night of January 15th last a man named Chan Lai, living in the New Territories, near the gap before going to Fanling, was sleeping in his house with his wife and two children. At midnight he heard a noise and got up to find the door being broken in. He got hold of a bamboo carrying pole and hit at one man with the iron end of the pole. Just then another man came in and held a revolver pointed at him. The first prisoner was masked. The man seized the hand of the robber and the shot went off, hitting the wall. The robbers then made their escape. When charged at the Police Station the prisoners admitted having taken part in this robbery. Subsequently, before the Magistrate, they both said they had nothing to do with the robbery.

The case in proceeding.

COMPANY REPORT.

HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

Subject to final audit, the Directors of this Company will recommend at the forthcoming annual general meeting of shareholders the following allocation of the profits for the past year, viz:—

To pay to shareholders a final dividend of \$5 per share and a bonus of \$11 per share, making \$30 per share for the year 1920.

To transfer to reserve account \$1,750,000.00.

To write off buildings and plant 1,442,734.63.

To pay a bonus to staff 110,000.00 and carry forward about 800,000.00.

Over two million Chinese pigtails have been imported into the United States where they will be used for straining soup, declares a Washington correspondent. The warlike curling of the monstache, it appears, has done away with the old custom of straining the soup after it comes to table.—Punch.

THE MOTOR CAR TRAGEDY.

ON CHINA NEW YEAR'S DAY.

CORONER'S INQUIRY OPENED.

The Coroner's inquiry into the motor car accident on China New Year's Day at Sheklongui, when five people were killed outright and two died afterwards from injuries, was opened at the Magistrate's yesterday afternoon. Mr. R. E. Lindell acted as Coroner and Messrs. W. L. R. Weaver (foreman), C. B. Matthews and A. Meyer were empanelled as a jury.

The Coroner said that this was an inquiry into the deaths of seven Chinese, five killed on the spot and two who died afterwards in hospital, in connection with a motor car accident at West Point on February 8th. Unless the jury were well acquainted with the place—the corner of Queen's Road West and Hill Road—where the accident occurred, perhaps they would wish to view the site?

The Foreman intimated that the jury would prefer to view the scene of the accident.

The Coroner said he would take part of the evidence and then adjourn in order that this might be done.

The first witness was Mr. Ernest R. Dovey, Government analyst, who said that, on February 10th, he received a small bottle containing material for examination, preserved in alcohol. The material consisted of two small particles; one was a fragment of quartz, such as is used in loading Chinese fire crackers.

The Coroner: I think I will call them "bomb" crackers to distinguish them from the ordinary variety.

The witness: The other particle consisted of a fragment of lead foil, rolled up.

The Coroner: Might that have been inside a cracker?

The witness: It might, but I think it is more likely to have been blown off the surface of the road by the explosion of a cracker. It is the kind of material used for capping bottles. It is too heavy to have been lifted into the air by the wind.

Carl Henry Getz, motor engineer to the Four Wheel Drive Company, of the United States, said that on February 8th, he visited the Dragon Garage, and examined motor car No. 54. The front lamps were stowed in from the force of an impact. One lamp showed that it had struck a human body because there was adhering to it blood and hair. Mudguards were torn from their moorings. The front axle, near the spindles, was bent, owing to an impact. There was nothing wrong with the engine. All the damage indicated impact with bodies and a building.

The Coroner: The engine was in perfect running order?

The witness: Yes.

And the steering gear?—The steering gear was absolutely out of order: that was due to the front axle being bent. It was not that way before the accident.

You did not see it before the accident?—No, but it could not have been that way, because the driver could not have driven it.

Apart from the bent axle, there was nothing wrong with the steering gear?—There was nothing.

The witness added that the car was a 1914 F.L.A.T.

Inspector Garrod (for the police): In your opinion, as an expert, was the car in good running order before the accident?

The witness replied in the affirmative. He added that on the bonnet of the engine, and on the sides of the car, were numerous smoky marks which might have been due to the explosion of crackers against the car. He made note of the gear change and transmission of the car and found all the speeds working properly; there was nothing wrong with the gear change. The engine was in good working order—weak, so far as power was concerned, but that had nothing to do with the case—in fact, it had too much power at the time of the accident.

The Coroner: One other small point; is the footbrake on that car in the immediate vicinity of the accelerator?

The witness: It is very close; it is flush with the clutch as well as the brake. One's foot might slip.

Dr. Y. K. To, assistant superintendent of the Government Civil Hospital, entered the box with a large sheaf of notes. He explained to the Coroner that he had details with regard to more than 12 cases in connection with the inquiry, including the seven persons who had died. Did the Court, he asked, wish for all these particulars?

Inspector Garrod said it was the custom to take one case as typifying the others. In the case of the tragedy, with 600 victims, the inquest was held on one body.

The Coroner thought that would be the more convenient course. He selected a woman who died in hospital at midnight on February 8th as the typical case, and the inquiry proceeded.

Dr. To said that this woman was brought to hospital at 3.55 p.m. on February 8th. She had a lacerated wound, about a foot long, on the inner side of the left thigh. The bone of the thigh was fractured. She suffered extremely from fright and shock, and died at midnight. Her injuries were compatible with having been knocked down by a motor car.

Inspector Garrod: Dr. To also gives evidence about the driver.

Dr. To said the Chinese chauffeur of the car was brought to him about 4 p.m. the same day. He gave the name of George Yin. Witness found that his right eye was red and congested and he removed from it three particles of sand which he gave to the police.

The Coroner: Mr. Dovey only spoke of two. Was the driver quite sober?

The witness: Yes.

What would be the effect of a particle from an exploding cracker entering a person's eye?—He would be likely to lose his power of control for the moment; that is the natural effect.

Indian constable B173, said that on February 8th he was on traffic duty at 3 p.m., in Queen's Road West, when he saw a motor car No. 54, travelling westward. There was a large number of people on each side of the road, and a lot of them threw crackers; other crackers were being thrown from the verandahs. Some exploded on the car itself. The car was travelling slowly. The passengers in the car were gesticulating to the people and covering their faces with their hands. He saw the driver himself put his hands over his eyes.

The Coroner: Both hands?

Witness: I saw one hand, which was on my side. The other hand I could not see. I was on the right side; it was the right hand I saw. The car then swerved to the left. The driver immediately turned it to the right and the car came to the middle of the road again. He was using one hand for this. The car immediately turned to the left again and mounted the pavement. It ran along the pavement for five or six yards, crossed Hill Road, and ran into a nullah wall.

The Coroner: Did you see anybody knocked down?

Witness: Yes, many people were knocked down because the car ran through the crowd.

Did you see them?—I saw one child knocked down and after the accident I saw several bodies lying about. I was instructed to take the driver of the car to No. 7 Station.

Indian constable No. B446, said he was on point duty at the junction of Queen's Road West and Hill Road. He first saw the car on the pavement. Owing to the density of the crowd through which the car ran he did not actually see any one run down. Crackers were still exploding even as the car travelled on the pavement.

Mr. Chan Pui Sum, secretary of the Nanyang Tobacco Co., one of the passengers in the car, said that 2.30 p.m. on February 8th he engaged car No. 54 at the Dragon Garage, to go to Sheklongui.

Mr. Wong Siu Ping was the other passenger. Near the Tungien Restaurant cracker-bombs were thrown from verandahs on either side, and by the people in the street. Many of them hit the car; one struck his hat but did not explode. He had to put his hands up to protect his eyes. He saw a small girl in front of the car and the driver tried to swerve to the left to avoid her. Suddenly the car had a terrible shock and rushed up to the verandah.

The Coroner: A "terrible shock"? What do you mean?

Witness: It seemed suddenly to go much faster.

The Coroner: It shot forward?

Witness: Yes, it mounted the pavement; struck a glancing blow on the wall of a restaurant and continued down the pavement. Then it crossed Hill Road and knocked against the nullah wall.

Can you explain the car shooting forward?—I think the driver pressed his foot on the wrong lever.

Did you see any people knocked down?

I saw a few people knocked down. Have you anything more to say?

The witness expressed his regret that the accident had occurred.

The Magistrate: Oh, you are in no way to blame.

At this stage the inquiry was adjourned and the Coroner and jury proceeded in a police motor-car to visit the scene of the accident.

The proceedings will be resumed to-day, and it is expected that a conclusion will be reached.

LAUNCH OF NEW SALVAGE STEAMER.

BY THE HONGKONG & WHAMPOA DOCK CO., LTD.

The Hongkong and Whampoa Dock Co., Ltd., yesterday afternoon, launched the *Henry Keswick*, a steel twin screw ocean-going tug and salvage steamer, which when completed will be placed in the company's own service. The launching ceremony was gracefully performed by Mrs. John Johnstone, the wife of the Chairman of the Company.

On commissioning, shipping interests in the Far East will be well served; for as may be seen from the following description, as a salvage steamer the *Henry Keswick* will be second to none east of Suez, and, indeed, may claim to rank with the most powerful tugs in home waters.

With long top-gallant forecastle, high casings, boat deck and navigating bridge, the *Henry Keswick* is well fitted for encountering the heavy seas of the typhoon and the monsoon seasons. The fuel capacity of this vessel of 362 tons of coal and 181 tons of oil represents, at full speed, 5,500 knots, and at cruising speed, 7,000 knots steaming radius. The principal dimensions are as follows:

Length, overall, 174 ft. 6 in.; length, B.P., 168 ft. 6 in.; breadth over fenders, 36 ft. 7 in.; breadth moulded, 34 ft. 6 in.; depth moulded, 17 ft. 6 in.; and height of machinery casings, boat deck and forecastle, 7 ft. 6 in.

The fact that the machinery and boilers are in separate water-tight compartments affords an excellent cooling arrangement and towing hook position amidships, thus guarding against any large change of trim between the fully laden and spent conditions. Ample sub-division is provided forward and abaft the machinery spaces by oil-tight flats about 6 ft. above keel, and by the 5 bulkheads to deck; in all 9 large and 4 smaller buoyant compartments. Oil-fuel or water ballast may be carried in the after peak and in the three deep tanks, and 68 tons of fresh water in the fore peak, under the cross bunker, and machinery seating.

The ballasting arrangements for about 90 tons of salt water in two tanks forward and 110 tons in two tanks aft ensure a good displacement and easy means for trim correction when on harbour duty. Two salvage holds have a bale capacity of 9,000 cubic feet, the forward hold being served by a 7 in. x 12 in. steam winch and 34 ft. 6 in. steel derrick tested to 20 tons, and salvage operations amidships by two 7 in. x 12 in. steam capstans, and derricks of 3 tons capacity. A third steam capstan, having cylinders of 7 in. diameter and 12 in. stroke, is fitted for warping purposes at the after end of the vessel.

The equipment is in excess of classification requirements, a precaution adopted by the Dock Company after many years' experience in salvage operations. The stockless anchors are well protected by housing in specially designed hawse pipes, permitting a free use of the bow fenders. An extra heavy anchor of Hall's Admiralty type, with stock, is conveniently stowed on deck for use when on salvage work.

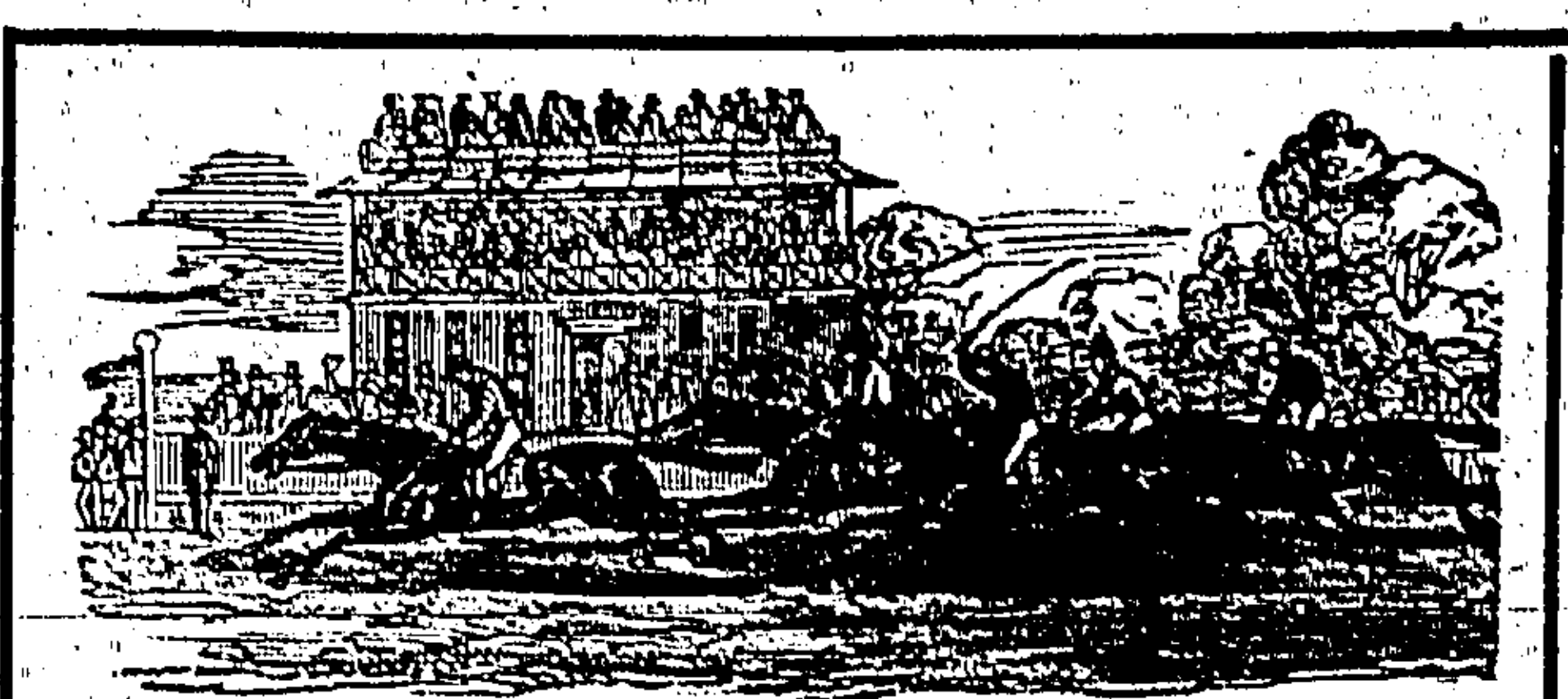
Saloon accommodation on the forecastle deck and navigating bridge consists of 5 double-berth cabins, two bath rooms, and pantry. As occasion demands, the sofa-berths will accommodate additional seven passengers. The rooms are well ventilated and lighted. Tables can be laid for 14 in the dining saloon. Iron bunks for a crew of 24 are fitted in the forecastle.

Access to the engine and boiler rooms is entirely under cover of the side-enclosed boat deck, steel entrance houses being fitted on the upper deck, port and starboard, as a precaution when in a following sea. An 8 ft. steel trunk through the cross bunker is fitted between the engine and boiler rooms.

Steam steering gear abaft the engine room is controlled from the navigating bridge; all rods and gearing being led through the machinery spaces. The machinery consists of two sets of triple expansion direct acting surface condensing engines having cylinders 15 in. x 26 in. x 43 in. diameter by 30 in. stroke, capable of developing 1,800 I.H.P. One condenser is fitted common to both engines, with two large exhaust shut-off valves so arranged that the condenser may be used for auxiliary purposes when in port or when engaged on salvage work. One Edward's type air pump, one bilge and one sanitary pump on each main engine are worked by levers and cross-head off the L.P. engine cross-head. Boilers for either coal or oil fuel are two in number, 15 ft. internal diameter by 10 ft. 6 in. long, each being fitted with three Fox's corrugated furnaces 3 ft. 8 in. internal diameter, natural draught, constructed to Board of Trade and Lloyd's requirements for a working pressure of 180 lbs. per square inch. The feed pumps consist of one set of Weir's twin pumps working in conjunction with a float tank. Two feed water filters are provided, one for each engine. One 26 ton Weir's evaporator is fitted in engine room together with a large Quiggin's distiller for fresh water purposes. Two pumps for water ballast or oil fuel are fitted, one in the engine room and one in the forward part of stokehold. A "Merryweather patent" vertical double cylinder steam fire pump is fitted in the engine room, designed to deliver 750 gallons per minute, with two hydrants on deck, one port and one starboard, taking six lengths of hose. The salvage gear consists of a large compound vertical double acting steam engine of 88 B.H.P., made by Messrs. Brown, Wadsworth & Co., Ltd., driving a 50 k.w. direct current shunt wound 100 volt generator, made by the English Electric Co. Ltd. The generator supplies current to two 8 in. and two 6 in. Merryweather submersible electrically driven pumps, provided with suction and discharge hose, all the necessary foot valves, flap valves, couplings, electric cables, etc. The vessel is fitted with a powerful wireless set on the boat deck, and is electrically lighted throughout, current being supplied by a 20 h.p. (13 k.w.) De Laval steam turbine.

Upon completion, Lloyd's highest class +100 A.1. with minimum freeboard will be awarded the *Henry Keswick* having been specially surveyed during construction.

(Continued as foot of next column.)



LANE, CRAWFORD & Co.

ESTABLISHED 1850.

HATS SHOES, TIES, & OVERCOATS FOR THE RACES

NEW SHADES IN

LINCOLN & BENNETT'S

VELOUR & SOFT FELT HATS,

GREY, FAWN, GREEN, BISCUIT AND BLACK.

HARD FELT HATS.

Are now being worn at all Race Meetings in England.

"OAKMORE" and "WALKOVER"

BOOTS & SHOES

IN THE LATEST SHAPES AND STYLES.

TIES

Rich Broche Silks, Club Striped Radzmore, Figured Foulards, Rich Knitted Silk Cravats.

BURBERRY'S RACE COATS.

15

JUST UNPACKED

"BROADWOOD"

"BABY" GRAND PIANO

(With New Patent Steel Barless Frame).

A REVELATION IN

TONE, TOUCH & DESIGN.

The Anderson Music Co., Ltd.

54

Powell Ltd

TELEPHONE 3148.

GENTLEMEN'S TAILORS

AND

BREECHES MAKERS.

We have a good assortment of

CHEVIOTS, SAXONIES & ANGOLAS

FOR THE

PRESENT SEASON.

LATEST STYLES — WORKMANSHIP GUARANTEED.

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tion by Messrs. Gardiner and Morrison, William Russell, Government Marine Surveyors to Lloyd's Register of Shipping, Hongkong. The total salvage certificates for Imperial registry equipment, coal, oil fuel, fresh water and stores, will be 700 tons.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that on the 1st, 2nd and 3rd days of the Meeting the First Race each day will be run at the time advertised (12 o'clock) but that the subsequent Races will be run without reference to the times published in the beginning of the Race Book. There will, however, be the usual interval for 15 min.

On the 4th day the First Race will be run at 12.45 p.m. and the First Race run as soon thereafter as possible.

R. J. PATTERSON,
Clerk of the Course.
[478]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON & STRAITS.

The Steamship "BENARTY"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Feb., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th March, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Feb., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, February 21st, 1921. [483]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KASHMIR"

Arrived Hongkong, on Feb. 21st, 1921.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

MAACKINNON, MAACKENZIE & CO., Agents.

Hongkong, February 21st, 1921. [484]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ALIPHOE"

Arrived Hongkong, on Feb. 21st, 1921.

FROM ANTWERP, LONDON, PORT SAID, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From Persian Gulf or S.S. B. I. S. N. and P. & O. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

MAACKINNON, MAACKENZIE & CO., Agents.

Hongkong, February 21st, 1921. [485]

"GLIN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, COLOMBO AND STRAITS.

THE Steamship

"GLENSANDA"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 28th Feb. at 5 p.m., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. GODDARD & DOUGLAS, on 28th Feb. at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 21st, 1921. [486]

NEW ADVERTISEMENTS

UNION CHURCH LITERARY CLUB.

LANTERN LECTURE

TO-NIGHT AT 9 P.M.

Scientific Methods of Detecting Crime

by Mr. E. R. DOWEN.

"BY SPECIAL REQUEST"

at Union Church Hall, Kennedy Road.

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WANTED.

A STRONG SEA LAUNCH (Towing Boat).

Reply with full particulars to—

Box No. 481.

Care of Daily Press Office.

FOR SALE.

FIVE-ROOMED BUNGALOW.

Peak District, Tennis Court, Kitchen Garden.

Vacant Easter.

Apply to—

Box No. 482.

Care of Daily Press Office.

HONGKONG STOCK EXCHANGE.

NOTICE IS HEREBY GIVEN that the

STOCK EXCHANGE will be CLOSED

on WEDNESDAY, 23rd, THURSDAY, 24th,

FRIDAY, 25th and SATURDAY, 26th inst.

By Order of the Committee,

P. TESTER,

Secretary.

Hongkong, February 19th, 1921. [479]

INSURANCE OFFICES.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all

FIRE & MARINE INSURANCE

OFFICES will be CLOSED for the Transac-

tion of Public Business on WEDNESDAY,

THURSDAY, FRIDAY and SATURDAY,

FEBRUARY 23rd, 24th, 25th and 26th, from

11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

FIRE INSURANCE ASSOCIATION

OF HONGKONG.

MARINE INSURANCE ASSOCIATION

OF HONGKONG & CANTON.

Hongkong, February 22nd, 1921. [480]

HONGKONG JOCKEY CLUB.

CLUB.

RACE MEETING 1921.

WEDNESDAY, THURSDAY, FRIDAY

AND SATURDAY,

FEBRUARY 23rd, 24th, 25th and 26th.

TICKETS of Admission to the Grand Stand

and Enclosure may be obtained from

Messrs. KELLY & WALSH, Limited, or at the

Gate. Price \$4 for each day or \$12 for the

Meeting.

No one admitted without a Ticket, to be shown

to the Ticket Inspector at the Gate.

R. J. PATTERSON,

Clerk of the Course.

Hongkong, February 17th, 1921. [482]

RACE DAYS.

THE EXCHANGE BANKS will be open

for the transaction of EXCHANGE

BUSINESS on WEDNESDAY to SATUR-

DAY, the 23rd to 26th instant inclusive, from

9 to 11 a.m.

Hongkong, February 19th, 1921. [483]

HONGKONG JOCKEY CLUB

RACE MEETING 1921.

"D.A.J." extend a cordial invita-

tion to all their friends

to attend the forthcoming Race Meeting at their

Private Stand.

No Cards are being issued.

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NOTICE.

MR. H. A. CASTRO hereby gives notice

that on the 15th September, 1920, he

severed all connection with the Firm of H. A.

BEAUMONT & Co., late of Prince's Building,

Hongkong, and started the Firm of H. A.

CASTRO & Co. on 1st November, 1920, and

that neither he nor the said Firm of H. A.

CASTRO & Co. have any connection whatsoever

with the late H. A. BEAUMONT & Co. and that

MR. E. A. BEAUMONT has no interest whatsoever

in the Firm of H. A. CASTRO & Co.

H. A. CASTRO & Co.

H. A. CASTRO.

Dated Hongkong, the 21st day of February,

1921. [470]

HUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED.

SHAREHOLDERS ARE HEREBY NOTI-

FIED that the DIVIDEND on account of

the year 1920 of EIGHTY CENTS (80 cents)

per Share is now Payable at the Hongkong &

SHANGHAI BANKING CORPORATION, Hongkong,

on Warrants to be obtained at the Company's

Office, Alexandra Buildings, Des Voeux Road

Central, Hongkong.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, February 21st, 1921. [471]

THE INDO-CHINA STRAM NAVIGA-

TION COMPANY, LTD.

THE Directors of the above Company have

declared an INTERIM DIVIDEND on

Deferred Shares for the year 1920, at the rate

of 6/- per Share.

Dividends for Shareholders on the Colonial

Register are free of Income Tax and will be

paid at the rate of 2/10 per dollar.

Dividend Warrants will be obtainable on and

after SATURDAY, FEBRUARY 26th, 1921, at

the Company's Office.

TRANSFER BOOKS of the Company will

be CLOSED from February 19th, to February

26th, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, January 28th, 1921. [315]

PREPAID "WANTED"

ADVERTISEMENTS.

Letters are lying at this Office for

Boxes P, Q, AD, AP, AW, BP, EO,

BB, BV.

WANTED.—LONDON FIRM of Importers

and Exporters require the Services of

a Manager for their Hongkong Office. Best

reference required. Prospects for a man of

good standing, age 30 to 35, with suitable

experience in Far East, and at home. Apply

Box BY, c/o Daily Press Office.

[17]

TO LET.

EUROPEAN OFFICES.

1st floor (four in

one block) 18 to 19, Connaught Road

Central (with use of lift).

Apply to—

"A. B."

Care of Daily Press Office.

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TO LET.

TWO LARGE ROOMS

to let for Office

14, Des Voeux Road Central, Top Floor.

Apply to—

ROOM No. 1.

[131]

WANTED.

FURNISHED HOUSE

on Peak, or higher

level, for summer months, would take

over servants if required, no child.

Reply to—

Box 309,

Care of Daily Press Office.

[309]

IMPORT-EXPORT.

GENTLEMAN, with large experience in the

Import and Export Trade in South

China and capable of taking charge of depart-

ments, is open for immediate engagement. For

further particulars, please communicate with—

Box 397, c/o Hongkong Daily Press.

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FOR SALE.

4 CYLINDER, 12-16 H.P., five seater

Humber Car, wire wheels with spare,

acetylene lighting.

May be viewed at the Hongkong Electric

Company's North Point Generating Station

any time by appointment.

[387]

FOR SALE.

62,570 SQUARE FEET OF LAND

at Broadwood Road, Wong

neichung, with 7-Roomed House and Servants'

Quarters, Kitchen, Garden, Tennis Court and

Lawn. For particulars apply to—

GEORGE K. HALL BUTTON & Co.,

37, Queen's Road Central.

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EDUCATIONAL DIRECTORY & YEAR

BOOK OF CHINA.

THE CURRENT EDITION is still on Sale

at KELLY & WALSH, Ltd., Hongkong and

Shanghai.

Price: \$3, Illustrated. 400 pages. A

splendid mailing list. A mine of information.

[404]

THE GREEN ISLAND CEMENT

CO., LTD.

THE THIRTY-SEVENTH ORDINARY

ANNUAL MEETING OF THE SHARE-

HOLDERS in the Company, will be held at

the Offices of the Company, St. George's Build-

ing, Chater Road, Victoria, Hongkong, on

TUESDAY, the 22nd day of FEBRUARY, 1921,

at 11 o'clock in the forenoon, for the purpose

of receiving a Statement of Accounts and the

Report of the Directors for the year ending 31st

December, 1920 and declaring a Dividend.

THE TRANSFER BOOKS of the Company

will be CLOSED on SATURDAY, the 19th

February, 1921, until TUESDAY, the 22nd Feb-

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FALL IN FREIGHTS.

SHIPPING LAID UP IN UNITED KINGDOM.

LONDON, February 21st.

Owing to a fall in freights, 5,000,000 tons deadweight of shipping is now laid up in the United Kingdom, the United States and Scandinavia, according to the annual report of the United Kingdom Chamber of Shipping. Six hundred ships, tonnage 2,250,000, are laid up in the United Kingdom and 250 ships, tonnage 2,500,000, in the United States.

EARLIER CABLES.

REMAINING WAR PROBLEMS.

UNDERTAKING FOR COMING LONDON CONFERENCES.

LONDON, February 20th.

The stage is now set for the historic Near East and Reparations Conferences in London, which, it is hoped, will result in a settlement of the principal remaining problems arising from the war. Apart from the Belgian and Turkish Nationalist representatives, the latter of whom are on the way to London, practically all the foreign delegations have now arrived. The French representatives, headed by M. Briand and including General Gouraud, and the Italian delegation headed by Count Sforza, Foreign Minister, reached London last evening. The Turkish Government delegates and Greek delegation, headed by the Premier, M. Kalligeros, are already here, while M. Venizelos has returned to London from Paris.

Mr. Lloyd George and M. Briand had a cordial meeting at Victoria Station last evening, when it was arranged that Mr. Lloyd George, M. Briand and Count Sforza should preliminarily confer at Downing Street to-day.

The official meetings with the Greek and Turkish delegates in the historic Picture Gallery at St. James' Palace are not expected to begin before Wednesday at the earliest, in view of the necessity of an agreement in order that they may appear together before the Conference.

The difficulties of the Conference are exemplified by the fact that while Greece demands that the Treaty of Sevres be not altered, France favours a radical revision in favour of Turkey, including, it is understood, the retrocession to Turkey by Greece of the whole of the Smyrna area, except, perhaps, the city of Smyrna, the fate of which, it is suggested, should be determined by a plebiscite after a term of years.

With regard to the Reparations Conference, which is opening on March 1st, it is emphasised from Paris that the whole of France is determined not to tolerate any further concession to Germany and wants all doubts removed with regard to the enforcement of penalties in the event of German default. In this connection it is suggested that instead of occupying the Ruhr area in such an event, France might advance into Bavaria, and that the recent speeches of Herr von Simons in South Germany, inciting resistance to the Allies' demands, are attributable to this possibility.

FRENCH ESTIMATE OF INDEMNITY.

BERLIN, February 20th.

It is semi-officially stated that the amount of war indemnity proposed by France to the Reparations Commission aggregates 218 billion paper francs, at present equivalent to 68 billion gold marks.

SINN FEIN CAMPAIGN.

THIRTEEN ARMED MEN KILLED.

LONDON, February 20th.

Military Headquarters at Dublin state that a party of Hampshire surprised a body of armed men in a house near Middlebrook, Co. Cork, yesterday afternoon. Two hours of fighting resulted in 13 of the armed men being killed, whilst three of the wounded were captured, as also were a number of Service rifles, a quantity of ammunition and bombs. One soldier was slightly wounded.

WOUNDED SOLDIER SHOT.

LONDON, February 20th.

It is officially stated that the Dublin police and the military raided the headquarters of the Irish Republican Army and seized important documents. After discharging revolvers and bombs at a motor-car containing a party of auxiliaries, Dublin Sinn Feiners sheltered behind women and children, firing through the living screen; consequently the auxiliaries were unable to retaliate. Sinn Feiners murdered two well-known Protestant farmers near Skibereen in the presence of their wives. Armed Sinn Feiners visited the infirmary at Cork, carried a wounded ex-soldier outside, and shot him dead.

MANCHESTER INCENDIARISM.

A DOZEN FIRES.

LONDON, February 20th.

The Manchester fires numbered a dozen. The damage to stockyards amounts to £30,000. In one case the incendiaries fired shots at a farmer who refused to hold up his hands. So far two arrests have been made.

COMING GREEK OFFENSIVE.

ROME, February 20th.

A Smyrna telegram states that the Turks have apparently got wind of what is afoot by the extensive preparations, and consequently the Greek offensive has been postponed.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL."]

SHANGHAI MUNICIPAL COUNCIL.

CHINESE ADVISORY COMMITTEE DEADLOCK.

SHANGHAI, February 21st.

The deadlock continues relative to the appointment of the Chinese advisory committee to the Municipal Council, the latter not receding from its stand, namely that the advisory committee is not subject to the orders of the controlling supervisory body of 22 persons. The Chinese Ratepayers' Association, which is obviously becoming restive, misconstruing the Council's attitude as obstructiveness, intends to hold a general meeting of Chinese ratepayers to decide what action should be taken. The Council is adamant and resolved not to tolerate dual control.

LADY JOCKEYS PROBABLE AT SHANGHAI.

SHANGHAI, February 21st.

A departure in the registered annals of the Shanghai Paper Hunt Club was made when ladies participated in the main sport on Sunday afternoon. Miss Hoerter was first, finishing in capital style. Lady jockeys will probably participate in race meetings in future.

[THROUGH REUTER'S AGENCY.]

NEW AMERICAN AMBASSADOR TO TOKYO.

WASHINGTON, February 20th.

According to a St. Augustine telegram to the Washington Post, Mr. Harding deploras "loose talk" concerning Japan, and hopes to remove the causes of friction between the two countries. He is reported to be considering the appointment of Mr. Henry Fletcher as Ambassador to Tokyo.

CORRESPONDENCE.

TRIAL BY JURY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—During the whole of to-day a Judge of the Supreme Court, two barristers, seven jurymen and numberless witnesses and police officers have been concerned in the trial of an elderly man, the master of a grocery shop at West Point, charged with being concerned in an armed robbery.

The only evidence against the man was that he was stated to have made a statement at West Point Police Station admitting his guilt.

His defence was that, during a detention in the Police Station of over two days and before being formally accused, he had been repeatedly beaten by certain Chinese detectives and forced to "confess." He identified three powerful officers as being his assailants.

The European Inspector stated in the witness box that he had particularly charged him that he need not make any statement if he had been beaten, explaining that he took this precaution because he knew that the use of force on the part of his native subordinates was possible.

The Jury found the man not guilty, and he was "discharged." Within five minutes of his "discharge" at the hands of the Jury, I witnessed this grateful recipient of justice being hustled along the streets, followed by his distressed wife, mother and son.

He had been re-arrested, was in the hands of the same three burly detectives he had accused of ill-treating him, and was being taken back to the Station. I was rather speculatively as to his lot at their hands, and learnt that he was expected to be banished.

Why try the man at all? Why all the pomp and expense of a trial, the waste of the time of seven business men, if an acquittal is to count for nothing in this Colony?

It would be interesting to know to what extent the exercise of the powers of banishment in this manner reduces many verdicts in favour of an accused person to little less than a farce.—Yours, etc.,

SPECTATOR.

February 21st, 1921.

"CHARITY BEGINS AT HOME."

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—Now that quite a lot has been done by the churches, and in other ways, for the collection of funds for the Chinese Famine Fund, should not our thoughts turn towards home and an effort be made to increase Lord Haig's fund for ex-Servicemen? Thousands of these men of all classes are in distress, keen to work but owing to sickness in trade unable to find employment. Hongkong is still a British Colony owing to their sacrifice and hardships. Have the Chinese in the Far East done all they can to help their fellow countrymen? Perhaps they have, but many thousands of dollars could have been saved at the New Year instead of being spent on crackers. During Race Week could not a small percentage of the sweepstakes, etc., go towards Lord Haig's Fund, and further efforts be made by other means, such as concerts and dances, during the year?—Yours, etc.,

"LEST WE FORGET."
February 20th, 1921.

HONGKONG BOXING ASSOCIATION.

SUCCESSFUL TOURNAMENT.

HEWLITT DEFEATS KERRISON.

The Hongkong Boxing Association held a tournament at the Ming Yuen Gardens, last night, in the presence of a large audience which included many Service men.

Mr. J. Brooks was manager, Messrs. W. Pitt and A. B. Allan were time-keepers, and Dr. Montague Harston and Capt. Tomory, R.A.M.C., were the acting medical officers. Dr. C. Forsyth had charge of the scales. The referees were Mr. W. Logan, Mr. J. S. McCann and Major Rapson.

MIDDLEWEIGHT CONTEST.

The first item was a six round middleweight contest between A. B. Bullard (140lbs.) of H.M.S. *Hawkins* and Leading Seaman Tubb (157lbs.) of H.M.S. *Carville*. Rounds one and two were in the nature of a scramble. By the fifth round Tubb was getting most of the blows and giving very few in return. He was by this time considerably distressed. However, in the six round, though Tubb still showed poor skill in attack he stayed the course. Bullard won on points.

FEATHER-WEIGHT CONTEST.

Teddy Neal (126lbs.) of Hongkong, met Leading Stoker Britt (133lbs.) of H.M.S. *Cairo* in a ten-round featherweight contest.

There was a good deal of clinching in the opening rounds. Neal showed greatly superior agility on his feet; Britt had a curious ducking habit which rather amused the onlookers.

Round three was fought with great vigour, but little result. At times the competitors engaged in a waltz movement, which might have been graceful but did not advance the contest.

By the sixth round Britt had spent so much time against the ropes that his back was a mass of weals. Neal fell twice in this round. Many ineffective jabs characterised this and the seventh and eighth rounds. In the ninth round Neal was inconvenienced by blood trickling from a laceration of the forehead. Britt had slightly the best of this round.

In the last round, clinging and ducking methods still prevailed, neither man gaining any advantage. Neal was declared the winner.

HEAVYWEIGHT CONTEST.

A ten-round heavyweight match followed between Able Seaman Evans (180lbs.) of H.M.S. *Hawkins*, and Petty Officer Rosser (173lbs.) of H.M.S. *Tamar*. Evans had the best of the first round, getting in the only few telling blows that were going. In the third round Rosser was knocked down twice and in the fourth round, he was knocked out.

SECOND MIDDLEWEIGHT CONTEST.

Leading Seaman Pepper (150lbs.) of H.M.S. *Titanic*, met Able Seaman Bowdidge (162lbs.) of H.M.S. *Carville*, in a six-round, middleweight contest. Bowdidge was weak in attack. The referee had to speak to both, especially Bowdidge, for holding.

In the fifth round Bowdidge administered considerable punishment to his opponent's nose and eye. In the last round, honours were easy. Bowdidge won on points.

CATCHWEIGHT CONTEST.

The big event of the evening was a fifteen-round catchweight contest between Sgt. "Sky" Kerrison (148lbs.) of Naval Yard Police, welterweight champion of the Colony, and Able Seaman Hewlitt (102lbs.) of H.M.S. *Alacrity*.

The first round gave the impression of two well-matched contestants who exhibited far greater boxing skill than had been seen up to that time.

The second round started with much vigour, but had little or no incidents. In the next round, both Kerrison and Hewlitt went hammer and tongs, and it was only towards the end that Kerrison asserted himself.

Hewlitt came up fresh as ever in the fourth round and fought his best. He showed up again to advantage in the following round, but half-way through Kerrison got in some punishing blows. Round 6 saw Hewlitt on the defensive. Then he did some clever attacking, and got in several face blows in succession. On the whole, he had slightly the better of this round.

In the seventh Hewlitt got through his opponent's guard and gave him three lightning taps on the nose. He had markedly the better of this round, and was cheered by his supporters.

The next two rounds were very even, and both contestants seemed to be looking for an opening which was never forthcoming. Round 10 was more vigorous. Hewlitt saved himself from two or three heavy blows by his good footwork.

The next round saw Kerrison at his best, but Hewlitt was equal to the occasion. Towards the end Kerrison had the advantage. Three even rounds followed, and in the last round, the fifteenth, Hewlitt scored on points. Hewlitt was declared the winner amidst applause.

CANTON FUNDS AGAIN.

APPLICATION IN SUPREME COURT AT SHANGHAI.

INTERIM INJUNCTION TO CONTINUE.

Application was made before his Honour Judge Skinner Turner in H.M. Supreme Court, last week, to renew the interim injunction granted in respect of certain Government funds for which there are rival claimants.

The motion, submitted by Mr. R. N. Macleod on behalf of the Peking Government, is: "that the defendant Corporation (the Hongkong and Shanghai Bank), its directors, agents and servants, be restrained from parting with any monies now in the possession of the corporation and standing in the name of Dr. Wu Ting-fang, and being part of the Government funds of the Republic of China, until after judgment in an action commenced in the City Court at Shanghai between the plaintiff and Dr. Wu Ting-fang."

Mr. D. McNeill appeared on behalf of the Hongkong and Shanghai Bank. Mr. Macleod asked that the injunction be renewed until judgment is given in the Chinese City Court in the action brought by the Peking Government against Dr. Wu. That Court had accepted jurisdiction and had made an order against Dr. Wu and it, therefore, seemed that in this present application, plaintiffs were entitled as a matter of course to an order restraining the bank from parting with these funds until the Chinese Court gave a final decision. If the injunction were granted, counsel suggested that the pending action be adjourned *sine die*.

MR. MCNEILL'S STRATEGIES.

Mr. McNeill said he would agree to this course. Counsel went on to say that these proceedings were in some respects absurd and ridiculous. On the first occasion, the Court was approached by a person who said that he was the representative of the Military Government of China and in that character he claimed a sum of money from Dr. Wu. Not very many months afterwards the same gentleman said he was not the representative of the Military Government but of the Northern Government, and asked for the money on that footing. It was a rather curious state of affairs. It seemed to counsel that the Court ought to require very positive proof of the authority of persons of this kind who came along and said they occupied certain official positions and made libellous allegations against a well-known Chinese citizen.

His Lordship would remember that in the proceedings at the Mixed Court, Dr. Wu positively denied that he had ceased to be Finance Minister of the Military Government, and yet the allegation was made by the plaintiff in the previous case (in this Court) that he had definitely retired from the position of the Finance Minister and was not, therefore, entitled to deal with these funds. Clearly, there were sides to the questions, but only one had been heard. Plaintiffs had omitted to give any particulars as to the money, or to distinguish between any money which might belong to Dr. Wu himself or to the Military Government.

DR. WU LIES!

It had been alleged in a most libellous manner that Dr. Wu would withdraw the funds and refuse to hand them over, and counsel scarcely thought that this statement should have been accepted on what Americans called the "say so" of plaintiff. Not only had the Court deprived Dr. Wu of his office of Finance Minister, but it had also placed upon him the character of a possible defaulting trustee, which, on the evidence before the Court, was regrettable.

His Lordship: He had his remedy. Mr. McNeill: He took his remedy in the Mixed Court. That Court said: "We won't have anything to do with the case." They wanted to get Dr. Wu out of the jurisdiction as soon as possible, and as soon as he had gone they said: "The injunction is dissolved." The present case differed from the first in two very important respects, counsel continued.

The party now claiming was the Chinese Government, and it curiously omitted to state the amount claimed, as to which it should have some knowledge than Dr. Wu himself. There was no statement in the affidavit as to the amount alleged to have been received by Dr. Wu, and in the absence of such a statement, his Lordship should consider that at least one insignia of good faith was wanting.

NO AMALGAMATION NO MONEY.

Counsel went on to say that he did not know whether there had been an amalgamation of the two Governments. It was quite likely that Dr. Wu would deny the report.

Mr. Macleod: Of course, they do. Mr. McNeill: Yet you have the nerve to ask his Lordship, on the statement of your client, to say that there has been an amalgamation. Plaintiff has no right to this money unless there has been an amalgamation. It may have been fair, on the last occasion, counsel added, to say that Dr. Wu had intended to make away with trust funds, but there was no evidence that he had taken any steps whatever in this connection.

His Lordship: Does it affect the position of this Court that these are Government funds and that the application is made by the Government of the country concerned?

Mr. McNeill: I should say not. His Lordship: You realize what is in my mind when I put the question in that way?

Mr. McNeill: Yes, I think your Lordship would have to be satisfied if the question was raised as to what was the Government of the country; you would have to have a statement from the Secretary of State or from H.M. Minister in China.

His Lordship: On the records, this purports to be a motion by the Government of China in Peking. We do know in fact that the Government in Peking is the Government to which the Powers

(Continued at foot of next column.)

MEMORIAL SERVICES AT CANTON.

HONOURING THOSE WHO FELL IN BATTLE.

The Canton Times appeared yesterday after a prolonged holiday. Its first page had a black border, which was explained by the following report, and, not happily, by the large portrait of Dr. Wu Ting-fang, which appears on the page:—

Early on Sunday morning the streets of the city were lined with soldiers who stood on duty to keep the roads clear in order to facilitate the marching of troops and students on their way to the East Garden where the memorial services in commemoration of the soldiers who died in the recent campaign to free Kwangtung province of the Kwangsi militarists, to pay their tribute to these heroes who have made the supreme sacrifice. Flags on top of every Government building, ship and public place were flying at half mast.

The massive and picturesque pavilion where the services were held, which took several weeks to decorate, was crowded to its full capacity and at 12 o'clock, the services were opened by H.E. Governor Chen Chiung-ming, who was master of ceremonies. The walls of the pavilion were lined with scrolls contributed by prominent men, friends, and relatives of the dead.

An aeroplane of the Aviation Corps of the Cantonese Army which made an exhibition of flying at a very low altitude encircling the place several times, added much to remind the people of the important part which the Corps took in the campaign and the sacrifices that it made at Shui-hing.

PATRIOTISM AND DISCOURTESY.

Speaking at the annual meeting of the League of Patriotic Britons at Tokio recently, Bishop Cecil said that one form which he hoped patriotism would not take was that of discourtesy to their late enemies. If there were any who thought that a mark of patriotism, he was bound to say that experience pointed in the opposite direction. Coming through Shanghai he was told that some who might have gone to the war but did not were now the loudest shouters against Germany. A Kobe friend to whom he repeated this remarked that it was much the same there. That kind of patriotism, he was glad to say, was not seen among the returned soldiers. A Cambridge Don had told him that the soldiers were far less disposed to his than the civilians when the duty of loving one's enemies was mentioned. There is no connection between anything of this sort and the most earnest patriotism. A particularly pleasant part of their activities in Tokyo was the opportunities which they had to promote good relations with the great continent across the Pacific. They had so many American friends here—an advantage which the people at home could not enjoy to anything like the same extent—they had the most splendid opportunities of gaining a better knowledge of the American people and of telling their own people what American character was. (Hear, hear.) As for their relations with the Japanese—"It is for the whole British community," said the Bishop, "and not only for diplomats and missionaries, to promote good relations and better understanding between East and West." (Cheers.)

of the world send their Ministers. In the peculiar circumstances under which jurisdiction is exercised in China by this court, and every extra-territorial court, does it make any difference who the persons we should believe in this court are if the fact appears to be the Government of China which is asking this court to hold these funds?

MR. MCNEILL: I SUBMIT NOT.

MR. MACLEOD'S REPLY. Mr. Macleod, in reply, observed that he did not see how Mr. McNeill's remarks affected the bank in the least. All he had said seemed to be in defence of Wu Ting-fang. The documents in the record proved the technical authority of Mr. Chang to say that he was the representative of the Government in Peking in bringing these proceedings. The fact that no amount had been stated did not affect the matter in the least. What was important was the source from which the money came. It was not suggested that Dr. Wu was going to put the trust funds into his pocket, or spend them for his own private purposes. Improper behaviour on the part of Dr. Wu had never been suggested. If Dr. Wu withdrew any of this money no doubt he would be doing so in order to apply them to what he considered to be Government purposes. The position was this—there was a dispute as to whether he was entitled to do so, that was to say, as to whether he and his friends were really the Government of Canton or not. He probably took a different view about this so-called amalgamation.

His Lordship said he would give a considered judgment, in view of the importance of the matter, and in the meantime the interim injunction already granted would continue.

According to the Chinese Press, Dr. Wu failed to put in an appearance when the case, brought by the Central Government, came forward at the City Court. The Court gave judgment (to what effect is not stated), and a copy of the judgment was sent to the Bureau of Foreign Affairs, with the request that it be forwarded to Dr. Wu. Service at Dr. Wu's house was refused, the messenger being informed that he is now in Canton. Finding it thus difficult to enforce judgment, the officials of the City Court are said to have telegraphed to Hupoh requesting the Judge, Mr. Tai Yuen-chi, to come to Shanghai and deal with the matter.—N.O. Daily News.

MANCHURIAN PLAGUE OUTBREAK.

334 CASES IN A WEEK.

Official reports by Dr. Wu Lien Tch show 443 deaths from pulmonary plague in North Manchuria to January 31st. Since then there has been "a considerable increase" in the number of cases at Manchuli, Taitshih and especially Jalainor mine.

The figures for the week February 1st to 8th are:—

Hailar	9
Manchuli	43
Jalainor	178
Pukui (Taitshih)	83
Harbin city	4
Machinok village (near Harbin)	11
Other stations except Changchun	11
Total	334

Dr. Wu writes:—

"The case of Jalainor is very serious, for almost one-tenth of the resident population has been killed by the disease. Over 30 railway wagons have been sent to house the contacts in that place, but the number of fresh infections is large, as many as 73 having been recorded on February 6th. In order to study the question on the spot, I am visiting Jalainor together with General Afanasiev, Managing Director Casakavitch, Chief Russian Railway Doctor Jasensky and a staff of assistants, bringing with us plentiful supplies. It is probable that radical measures will have to be adopted to deal with the danger."

In an earlier report Dr. Wu gave the following information regarding Jalainor, where, is situated a large coal mine owned by Skidelsky.

This mine employs about 2,500 and 3,000 Chinese miners with an output of 140,000 pounds daily (40 pounds go to the poud). With the dependant population included, the total number of persons living in that town is about 7,000.

Most of the people, and the miners, live in semi-underground huts, in order to avoid the severe cold present in that region. Hence, when lung plague spread rapidly, one sick person often infecting 40 others at one time. In spite of the humane work of the doctors (Russian and Chinese) the disease continued to spread, and up to the end of January, 232 deaths had been recorded.

Jalainor is only 97 versts (113 miles) east of Manchuli Station, and so when the train service was stopped, the miners flocked to the latter and took the train from there to Harbin and the south. Taitshih or Pukui, capital of Hailujiang Province, was also attacked, the first case being reported on January 18th. From that date to the end of January, 104 cases were recorded in the city.

In his latest report to hand Dr. Wu writes—"At Harbin, thanks to the co-operation of all concerned, our work has shown most promising results, practically all the cases having been imported from Changchun and Manchuli. Although the passenger traffic between Manchuli and Harbin has been closed, several third class coolies have succeeded in reaching Harbin by boarding the night cars and tipping the conductors. On February 8th the only cases admitted to the hospital were three men caught by our Railway Police as they were alighting from the cars. Of these two have shown definite signs of pneumonic plague, while the third is under observation. Considerable curtailment of the traffic between Harbin and Changchun will probably take place soon."

THE AMERICAN BUSINESS WORLD.

SLOW READJUSTMENT.

NEW YORK, February 12th.

The process of readjustment continues in the business world, but it seems as if the pendulum has swung to the limit and is hesitating before beginning to go the other way.

The situation in trade and industries is marked by cross currents and contradictory movements, so that it defies clear characterisation. Textiles are recovering slowly, including silk and cotton, but the basic industries, iron, coal, steel and building materials are stagnant. The oil trade has also now been caught in the downward movement.

Unemployment shows neither a decrease nor an increase, but distress is limited by the mild weather.

The stock market is still lifeless and Wall Street is still awaiting the promised era of easy money. It is obvious that deflation is not yet completed and that an excessive amount of bank resources are still immobilised in frozen credits, which buyers cannot or will not liquidate, the result being now due rather to demands from the West, where the crisis is now contrived. It is not expected that real relief will come before the spring.

It was announced to-day that receivers had been appointed for Hannovig & Co., packing and shipping agents. The firm's liabilities are said to amount to \$8,000,000 and its free assets to over (\$1) one million. U.S. Navy Radio.

FASHION FIXED BY GOLF.

Is golf become the arbiter of women's fashion? A young woman went to her dressmaker in London to order a tailor-made tweed skirt, which she declared emphatically was to be of a width which would not allow her to take a pace of more than 24in. "But, madam," said the dressmaker, "surely this is on the narrow side." "It cannot be helped," said the young woman. "My golf professional says that in my stance I keep my feet too far apart when driving. It is all right when he is there to guide me, but when I am playing on my own I cannot judge the distance. If I have my skirt exactly 22in. in width, I cannot possibly go wrong. I simply must get my handspan down." The dressmaker argued no further, but took down the measurements.

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KLEIST MARU ... Friday, 11th Mar., at 11 a.m.
MIRHIMA MARU ... Friday, 18th Mar., at 11 a.m.
RADO MARU ... Friday, 1st Apr., at 11 a.m.**HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.**

MITO MARU ... Middle of March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... Middle of March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.TANGO MARU ... Tuesday, 22nd Mar., at 11 a.m.
NIKKO MARU ... Tuesday, 19th Apr., at 11 a.m.
AKI MARU ... Tuesday, 17th May, at 11 a.m.**NEW YORK via Suez.**

AKITA MARU ... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via CAPE.

KANAGAWA MARU (sailing from Singapore) ... Friday, 4th March.

BOMBAY & COLOMBO via Singapore.DELAGOA MARU ... Friday, 25th Feb.
BOMBAY MARU ... Thursday, 17th March.**CALCUTTA & BANGALORE via Singapore & Penang.**

TOYOOKA MARU ... Saturday, 5th March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 18th Mar., at 11 a.m.

SHANGHAI, KOBÉ & YOKOHAMA.

TOYOTOMI MARU ... Wednesday, 23rd February.

YEROSHI MARU ... Thursday, 14th Feb., at 11 a.m.

MURORAN MARU ... Saturday, 27th February.

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General Agent for South China

OUR LONDON LETTER.

SINN FEIN TRAITORS AND GERMANY.

[FROM OUR OWN CORRESPONDENT.]

LONDON, January 13th.

LORD READING'S APPOINTMENT.

The appointment of Lord Reading to be Viceroy of India meets with cordial approval in all sections of the Press. It is generally taken to mean that the Government intend to give a new atmosphere to the Montagu reforms in India. In present circumstances it is, perhaps, an advantage that Lord Reading is not of the Christian faith. He stated himself, in reply to congratulations from the whole Bench of Judges and the members of the Bar, that he intends that "justice should remain supreme and the guiding factor in the destinies of India." It is earnestly hoped that Lord Reading, by his character and personality, which never fail to charm and win respect, will do a great deal to conciliate Indian opinion.

As a very young man the new Viceroy had a remarkable career. He was not distinguished at school; indeed, I believe he never carried off a prize. He grew tired of being in his father's office and ran away to sea, but, returning from this adventure, he entered the Stock Exchange. Life in Capel Court did not, however, suit him, and he decided to seek his fortune in the United States. He was in the act of stepping into a train for Liverpool en route to New York when he received a message from his mother asking him to come back. He did so; and later, as all the world knows, made his name at the Bar, beginning with the Whitaker Wright case.

Lord Reading has a prodigious memory. As a barrister he always excited astonishment by the ease with which he could carry a vast array of complicated calculations, and figures in his head, and use them in the course of a case without having to refer to a single note. Another curious faculty he possesses is ability to do with very little sleep. Like the famous Duke of Wellington, who used to say, "when it's time to turn over it's time to turn over," his normal time in bed is five hours.

A GREAT PUBLIC MAN.

Lord Milner's resignation from the Cabinet deprives the Empire—for a time at least—of the services of a notable statesman. He merited and attained a great position as a man of action who knew how to do the right thing in the right way at the right time; and he has been a tower of strength to the country in many emergencies. Like Lord Curzon, he is a Balliol man, and took first-class classical honours at Oxford. In 1891 he was called to the Bar, and it should not be forgotten that, like some other front-rank men, he was engaged in journalism, and gained the wide vision and catholicity of outlook that such training alone can give.

Lord Milner's chief services to the Empire were rendered in South Africa. But he was also one of the utmost value to the Coalition Government as a member of the War Cabinet, as Secretary for War, and as Secretary for the Colonies. According to the *Daily Chronicle*, which reflects the mind of the Prime Minister in these days, Lord Milner has not resigned through any disagreement, but solely through fatigue and because he needs rest.

SINN FEIN TREASON.

There is not much doubt that if Sinn Fein had its way the Great War would have ended with the Germans victorious, the free peoples of Europe would now be groaning under the heel of Prussian militarism, and the United States would have shared, or would be in peril of sharing, a similar fate. All this and more is proved by the White Paper containing the documents of the German-Irish conspiracy against Great Britain and her Allies in 1918 and 1919.

It is to be hoped that all who doubt the reality and the gravity of the plot, and those who are inclined to think that Sinn Fein cannot be as black as it is painted, will read the full details. The White Paper gives the facts, and it should be remembered that at the time this base and cowardly conspiracy was entered into between Sinn Fein and Germany tens of thousands of loyal Irishmen were fighting and falling for right and liberty in Flanders, the Near East, and elsewhere.

The publication of the plot documents is proving a nasty pill for Sinn Fein apologists in this country—for the minority who denounce day by day the efforts that are being made to stamp out the murder-gang in Ireland. They say the Government is "wrong in its treatment of the rebels, who should be placated as much as possible. But here is proof of treason four years ago, long before the present troubles developed.

I am assured that publication of the White Paper was withheld for reasons of policy. It might have been made public before now, but the Government did not divulge what they knew because they wanted to ally, instead of increasing, bitter feeling on the subject of Ireland. Moreover, it is always difficult to disclose information secretly obtained, without betraying the source; and earlier publication would have jeopardized the lives of some loyal subjects of the King.

GERMAN SHIPPING.
The Germans are making very remarkable efforts to revive their shipping. Although they have to start again practically from nothing, they are doing what they can with grim determination. This is emphasised by the issue of the "German Shipping Annual," which gives a list of nine German steamship lines actively engaged in trade. The ships in the list are shown as sailing regularly to North and South America and to Mexico, to India and the Dutch Indies, to Scandinavia, Cuba, the Baltic, the Mediterranean, Antwerp, and even to England.

Some of the ships are of small size; but the surprising thing is not that the ships listed are small, or what may be called "a scratch lot," but that there are any ships at all in regular service. The Germans have made the handful of ships left

to them under the Peace Treaty as seaworthy as they could, and chartered others here and there, and so laid again the nucleus of a mercantile marine.

There is no doubt Germany intends to return to her old position on the seas, if she can. I find some people are inclined to laugh at the idea; but as Sir Alfred Booth, chairman of the Cunard Company, remarked the other day, if the Hamburg, Amerika and other lines be indeed dead their ghosts are highly substantial spectres.

OLD LANDMARKS.

The Briton who has been abroad for some years always finds many changes on his return to London. It may be that he sets out to revisit the haunts he knew of old and new buildings erected on the site so that all semblance of the familiar place has vanished. This is what is happening in Regent Street, one side of which is in the hands of the housebreakers.

More often, however, it is a particular house, as in the case of a theatre, that has disappeared or undergone change. The old Oxford Music Hall at the corner of Tottenham Court Road and Oxford Street is a case in point. As a Music Hall it has gone, and instead, we have the new Oxford Theatre. It has gone the way of the Pavilion in Piccadilly Circus and the Alhambra in Leicester Square, one being now a theatre devoted to the "legitimate," and the other to the "movies." Until the war both these and some Music Halls, like the Tivoli in the Strand, were the rendezvous of youth in the days when life was a gay adventure.

The change as regards the Oxford is merely part of a wide movement to extend the area of Theatre-land. It is being gradually pushed out further and further West. The idea is to meet the convenience of the people living in the suburbs and save them a journey into the middle of London. There is also the fact that the public taste has changed as regards amusement; the Music Hall, as it used to be, no longer appeals. It is as dead as many other things that "seemed permanent" till the war altered the whole outlook on life.

THE TELEPHONE.

The higher charges for the telephone, which came into force this week, have created more feeling than I can remember in connection with any other single act of a Government Department. The newspapers are filled with protests from the whole of the business world. It is stated with truth that the new rates are nothing more nor less than a new tax on industry and trade. In the case of big firms the increased rates will add thousands a year to working expenses.

What specially exasperates telephone-users is the knowledge that this change has been made simply on the fiat of the Postmaster-General. No opportunity was given for a discussion in Parliament. The opinion of business men was ignored. The scale was suddenly put into force on the recommendation of a Committee of nine persons, only three of whom can pretend to have any knowledge of business. It certainly looks like a piece of bureaucratic sharp practice, as some of the Press critics describe it, and it has done more than anything else, except the Excess Profits Duty, to damage the Government in the eyes of the business community.

A curious feature of the new rates is that the big user is charged more than the little user. The man who has only 250 calls in a year is charged 55 per cent. more, but the man who has 6,000 calls is charged 125 per cent. In business it is usual, to give a discount on a large order. That, however, is not the Post Office way. It is a Government Department.—H.B.

"TAILS" OR DINNER JACKET?

The modern tendency is to wear as little as possible, says a Bombay journal. The ladies set the fashion in order (let us hope so at any rate) that their natural charms might be displayed to the best advantage, and the result is sometimes very evident in Bombay, though Bombay may be far removed from Paris. Here may possibly be found the reason for the partial disappearance of the swallow tailed dress coat, else how should it come about that with the shortening of the skirt and the lowering of the neck by the ladies mere man should in Bombay discard his "tails"?

Gradually, very gradually, in Bombay "tails" are going. They will never die altogether, for man pretends that he is a chivalrous creature and he may have the mistaken notion that he is paying respect to his hostess when he dons full war paint and sometimes pays the penalty in acute discomfort.

But the day has gone when it was the custom to wear the white waistcoat and tie, whenever there was a lady to be met. Now-a-days it is rare indeed to see swallow tails at the theatre, and the stiff shirt front, which never has learnt how to behave itself and never will and sometimes ends up by bursting its studs, is very nearly dead altogether.

The dinner coat has never been worn so much in Bombay as it is to-day, when the masculine mind is grateful to the other sex that she has "ma's" it possible that this should be so. For the tail coat and the boiled shirt suggest stiff formality—often it does not, we know, but there is always that suggestion—and a dinner jacket and a soft shirt mean freedom and ease. In a dinner jacket a man smiles benignly on the world—he may even smoke a pipe—but with "tails" which he nervously fondles and a shirt which is a barrier against unconventionality he feels rather as though he had reached Mount Everest and is a being apart from this world.

So being a selfish animal, even though he may not look his best in a dinner jacket, he infinitely prefers it to the long dress coat, and that is why when a man goes to the customs of the country ventures to the theatre in full dress kit wondering and hostile eyes are cast in his direction. There was once a man who tried to introduce the opera hat into Bombay. He was sorry for it afterwards.

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HAIKONG via HOIHOW ... "TEOFAO" Thur. 24th Feb. 9 a.m.
SANDAKAN ... "HINSANG" Thur. 24th Feb. Noon
SWATOW, PT. SWET, PANG & OATTA ... "FOOKSANG" Thur. 24th Feb. 5 p.m.
MANILA ... "YUENSANG" Fri. 25th Feb. 3 p.m.
SHANGHAI ... "KWONGSANG" Sat. 26th Feb. D'light

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TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chafoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Tuesday, Feb. 24th, 5 p.m. for SINGAPORE, PORT SWET, TENHAM, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 111.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENARIFF"	...	...
S.S. "GLENARVONSHIRE"	...	...
S.S. "FEMROCKSHIRE"	...	...

Vessel	Leaves Hongkong	Discharges
M/V. "GLENSTAR"	about 27th Feb.	GEOUGA, LONDON & ROTTERDAM.
S.S. "GLENARIFF"	11th Mar.	Do Do

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

Tel. No. 21 sub. 5 or 23 and 2896.

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Cable Address

Kawakishi, Kobe.

Bentley's A.R.C. 5th EL.

and Scott's Codes.

Telephone: KAWAKISHI

3244, 2893.

**KAWAKISHI****KISEN****KAISHA**

(KAWAKASHI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWAKASHI

Vice-President: Mr. E. MATSUOKA

Managing Director: Mr. MARIYA ARAI

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWAKASHI KISEN KAISHA

No. 8, Bunko, Kobe.

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SHIPPING NEWS

ARRIVALS.

February 20th.
Poolee, Chinese str., 314 tons, Capt. Loung Hing, from K. C. Wan, with a general cargo.—Hung Shun.
Tak Sang, British str., 977 tons, Capt. Ritchie, from Haiphong and Hoibow, with a general cargo.—J. M. & Co.

February 21st.
Alipore, British str., 3,241 tons, Capt. Fitzroy, from Singapore, with a general cargo.—Mackinnon Mackenzie & Co.
Manan Maru, Japanese str., 1,530 tons, Capt. Yamanoi, from Rangoon, with a general cargo.—O.S.K.
Chinhuu, British str., 1,333 tons, Capt. French, from Bangkok, with rice.—B. & S.
E-Sang, British str., 1,127 tons, Capt. Christie, from Canton, with a general cargo.—J. M. & Co.
Fusan Maru, Japanese str., 1,532 tons, Capt. Sasado, from Taingtau, with salt.—Yamashita.

Glenanda, British str., 4,068 tons, Capt. Newing, from Singapore, with a general cargo.—J. M. & Co.
Hanoi, French str., 750 tons, Capt. Morvan, from Haiphong, with a general cargo.—Lapicque.
Hsin Chang, Chinese str., 1,238 tons, Capt. Halkitt, from Canton, with a general cargo.—C.M.S.N. Co.
Inabanan Maru, Japanese str., 692 tons, Capt. Nakamura, from Keelung, with coal.—Kinura.

Indramanuku, British str., 1,325 tons, Capt. Nicol, from Saigon, with rice.—Nemaze.
Japan, British str., 3,537 tons, Capt. A. Munro, from Moji, with a general cargo.—M. M. & Co.
Junju Maru, Japanese str., 1,705 tons, Capt. Sakoh, from Moji, with coal.—M. B. K.

Kashmir, British str., 3,540 tons, Capt. E. B. Bartlett, O.B.E., R.N.R., from London, which port she left on January 14th, with a general cargo.—P. & O. S.N. Co.
Phan Samud, Siamese str., 1,267 tons, Capt. Ratanakul, from Swatow, with a general cargo.—Fook Tai Chong.

Taihou Wan Yi, British str., 1,876 tons, Capt. Robinson, from Java, with sugar.—B. & S.
Tao Pao, British str., 972 tons, Capt. Skinner, from Saigon, with rice.—J. M. & Co.

Tjileboet, Dutch str., 3,035 tons, Capt. de Lange, from Batavia, with a general cargo.—J.C.J.L.
Tjimonet, Dutch str., 3,600 tons, Capt. Scherubek, from Manila, with a general cargo.—J.C.J.L.
Tjiondard, Dutch str., 5,605 tons, Capt. Jurriaanse, from Manila, with a general cargo.—J.C.J.L.

Tonglee, Chinese str., 882 tons, Capt. Mori, from Chefoo, with a general cargo.—Yue Tai Hong.
Van Choon, Dutch str., 2,993 tons, Capt. Schlette, from Singapore, with a general cargo.—J.C.J.L.

West Java, American str., 3,446 tons, Capt. Heenerlund, from Manila, with a general cargo.—Frank Waterhouse.

CLEARANCES.

February 21st.
Alipore, for Yokohama.
Ameland, for Saigon.
Chekiang, for Canton.
Chuan, for Bangkok.
Duquene, for Dairen.
E-Sang, for Shanghai.
Hang Sang, for Canton.
Hydrangea, for Swatow.
Inabanan Maru, for Canton.
Japan, for Calcutta.
Kashmir, for Yokohama.
Mentor, for London.
Sui Yang, for Shanghai.
Taihuwan, for Canton.
Taiyehua, for Manila.
Tatouise, for Saigon.
Zangtschiang, for Hoibow.

PASSENGERS.

ARRIVALS.
 Per P. & O. s.s. *Kashmir* (left London, January 14th), on February 21st:—Mr. N. Aail, Mr. and Mrs. Baines, Capt. J. Baumbur, Mr. and Mrs. T. Bersey, Mr. L. Boyack, Mr. and Mrs. E. Cock, Mr. and Mrs. Collard, Mr. E. J. Constable, Rev. and Mrs. W. Coulin, Miss D. Cracknell, Mr. E. Cutford, Mr. E. Elliott, Miss and Mrs. E. G. Hume, Mr. H. T. Hume, Mr. J. G. Irvine, Mrs. A. Jackson, Mr. and Mrs. K. Keenan, Mrs. J. Kilburn, Miss D. I. Kilburn, Miss J. Kilburn, Mr. and Mrs. P. L. Knight, Mrs. Lapper, Mr. and Mrs. H. D. Law, Miss M. L. Lewis, Capt. R. A. Matthews, Miss C. E. May, Mr. M. McArthur, Mr. and Mrs. L. R. Meyer, Mr. P. J. Miller, Mr. A. B. Moloney, Bishop, and Mrs. Moloney, Mr. and Mrs. R. S. Pratt, Mrs. H. Price, Mr. and Mrs. King, Mr. and Mrs. Watkins, Mr. R. Beiss, Mr. and Mrs. Richardson, Mr. and Mrs. A. H. Saul, Mr. F. M. Shaw, Mr. A. A. Simon, Mr. and Mrs. H. G. Smith, Miss L. G. Smith, Mr. S. A. Smith, Miss M. Strachan, Dr. W. L. Thomas, Mr. H. C. E. Twist, Mrs. R. H. Wade, Mr. and Mrs. Walker, Lt.-Comdr. W. R. Wynne, R.N., Mr. Richards, Mr. Wilkinson, Miss A. J. Wilkinson, Miss A. R. Wilkinson.

SHIPPING NEWS.

One or two N.Y.K. coasting liners are tied up in Yokohama, without undergoing regular overhauling, the *Japan Gazette* states. The N.Y.K. may also tie up obsolete liners on the Indian run. The O.S.K. Indian liners *Luzon Maru* and *Saigon Maru* were recently chartered by foreign interests. The T.Y.K. steamer *Meiyo Maru* was also chartered by foreign parties for delivery in Australia and return in Europe.

According to a cable reaching Tokyo, a big steamer built in 1911, recently changed hands in London at the low price of £2/11.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Japan* from Hongkong on January 26th, arrived at Vancouver on February 16th.
 The R.M.S. *Empress of Russia* arrived at Yokohama on February 18th, left there the following day, and is due at Vancouver on February 23th.

The N.Y.K. s.s. *Yokohama Maru* (European line) left Shanghai on February 20th, and is expected here to-morrow.
 The N.Y.K. s.s. *Delagoa Maru* (Bombay line) left Moji on February 19th, and is expected here on February 24th.

The N.Y.K. s.s. *Muroran Maru* (Calcutta line) left Singapore on February 19th, and is expected here on February 26th.
 The *Dodwell* line s.s. *Muncaster Castle* arrived at New York from Hongkong and the Straits on February 12th.

The *Dodwell* line s.s. *Egremont Castle* arrived at Yokohama from New York on February 21st, and sails from that port on the 15th inst. for Kobe, Nagasaki, Shanghai and Hongkong.
 The s.s. *China* will sail for San Francisco via Shanghai, Nagasaki, Yokohama and Honolulu on Friday next at 10 a.m.

VESSELS EXPECTED.

Anyo Maru (T.K.K.), due March 6th.
Aureus (Blue Funnel), due March 28th.
Autolichus (Blue Funnel), due March 28th.

Delagoa Maru (N.Y.K.), from Japan, due February 23rd.
Dilwara (P. & O.), from Singapore, due 24th inst., about 7 a.m.
Egremont Castle, due about March 13th.
Elbridge (Admiral line), due about February 28th.

Euphor (Blue Funnel), due March 20th.
Fushimi Maru (N.Y.K.), from America, due March 4th.
Idomenus (Blue Funnel line), from England, due March 11th.
Inaba Maru (N.Y.K.), from London, due March 17th.

Jason (Blue Funnel), due March 10th.
Keemus (Blue Funnel line), from Home, due 23rd inst. at 4 p.m.
Kitano Maru (N.Y.K.), from London, due March 2nd.

Korea Maru (T.K.K.), due 27th inst.
Muroran Maru (N.Y.K.), from Calcutta, due February 23rd.
Poult (Admiral line), due March 7th.
Pyrhus (Blue Funnel), due March 31st.
Sado Maru (N.Y.K.), from Europe, due February 23rd.

Tanda, from Singapore, due February 23rd.
Telamon (Blue Funnel line), due from England, February 26th.
Wakasa Maru (Blue Funnel) due April 19th.
Wakasa Maru (N.Y.K.), from Liverpool, due March 3rd.

Yeboshi Maru (N.Y.K.), from Calcutta, due February 25th.
Yokohama Maru (N.Y.K.), from Japan, due February 23rd.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & or BOSTON via PANAMA	Schodack	Am.	The Admiral Line Pacific S.S. Co.	About 25th inst.
NEW YORK via BOSTON	Euryplus	Brit.	The Bank Line, Ltd.	On 2nd Mar.
NEW YORK & or BOSTON via SUEZ CANAL	Akita Maru	Jap.	Nippon Yusen Kaisha	On 22nd Mar.
SAN FRANCISCO via SHANGHAI & JAPAN	Egremont Castle	Brit.	Dodwell & Co., Ltd.	End of Mar.
SAN FRANCISCO via SHANGHAI & JAPAN	Ecuador	Am.	Pacific Mail S.S. Co.	On 23rd inst.
SAN FRANCISCO via SHANGHAI & JAPAN	China	Am.	China Mail S.S. Co., Ltd.	On 25th inst.
SAN FRANCISCO via SHANGHAI & JAPAN	Perisa Maru	Jap.	Toyo Kisen Kaisha	On 26th inst.
SAN FRANCISCO via SHANGHAI & JAPAN	Korea Maru	Jap.	Toyo Kisen Kaisha	On 27th inst.
SAN FRANCISCO via SHANGHAI & JAPAN	Nanking	Am.	China Mail S.S. Co., Ltd.	On 28th inst.
SEATTLE & VICTORIA via F. PORTS, SHANGHAI & JAPAN	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 29th inst.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Wairarapa	Am.	The Admiral Line Pacific S.S. Co.	On 30th inst.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	West Swan	Am.	Frank Waterhouse & Co.	On 31st inst.
VANCOUVER via SHANGHAI & JAPAN	Empress of Japan	Brit.	Canadian Pacific O. S. Ltd.	On 2nd Mar.
VANCOUVER via SHANGHAI & JAPAN	Montezuma	Brit.	Canadian Pacific O. S. Ltd.	On 7th Apr.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Africa Maru	Jap.	Osaka Shosen Kaisha	On 28th inst.
VICTORIA, SEATTLE & VANCOUVER	Tencer	Brit.	Butterfield & Swire	On 23rd inst.
MARSEILLES via HAMBURG, SAIGON, SPAIN &c.	Porthos	Frnc.	Messageries Maritimes	About 13th Mar.
MARSEILLES & LONDON via SPAIN &c.	Kashgar	Am.	P. & O. B. I. & A. L.	About 3rd Mar.
LIVERPOOL & MARSEILLES via SINGAPORE, Cebu &c.	Tamba Maru	Jap.	Nippon Yusen Kaisha	Middle of Mar.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Achilles	Brit.	Butterfield & Swire	On 1st Mar.
GENOA, LONDON & ROTTERDAM	Gibraltar	Brit.	Jardine, Matheson & Co., Ltd.	About 1st Mar.
LONDON, AMSTERDAM & HAMBURG	Butterfield & Swire	Brit.	Butterfield & Swire	On 23rd inst.
LONDON & ANTWERP & SINGAPORE, PENANG, &c.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 24th inst. at 11
LONDON, ANTWERP & ROTTERDAM &c.	Shunko Maru	Jap.	Osaka Shosen Kaisha	On 16th Mar.
AMSTERDAM, LONDON & ANTWERP	Telesias	Brit.	Butterfield & Swire	On 1st Mar.
PORTLAND	Pawlet	Am.	The Admiral Line Pacific S.S. Co.	About 7th Mar.
HAMBURG, AMSTERDAM, LONDON & ROTTERDAM	Mito Maru	Jap.	Nippon Yusen Kaisha	Middle of Mar.
SOUTH AMERICAN PORTS via CAPE	Kanagawa Maru	Jap.	Nippon Yusen Kaisha	On 4th Mar.
AMSTERDAM & HAMBURG	Alderamin	Dut.	Java-China-Japan-Lijn	On 3rd Apr.
LOS ANGELES, CALIFORNIA, U.S.A.	West Hikari	Jap.	Los Angeles Pacific Nav. Co.	On 25th inst.
BOMBAY & COLOMBO via SINGAPORE	Delagoa Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst. at D
TIENTSIN	Chongchuing	Brit.	Jardine, Matheson & Co., Ltd.	About 9th Mar.
BOMBAY via STRAITS & COLOMBO	P. & O. B. I. & A. L.	Jap.	Osaka Shosen Kaisha	On 10th Mar.
BOMBAY & COLOMBO	Fooksang	Dut.	Jardine, Matheson & Co., Ltd.	On 24th inst. at 5
STRAIT & CALANGA	Van Cloon	Dut.	Java-China-Japan-Lijn	On 1st Mar.
SINGAPORE & SINGAPORE DELI	Hungaria	Brit.	Dodwell & Co., Ltd.	About 8th Mar.
SINGAPORE, PENANG, Cebu, BRINDISI, VENICE, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 3rd Apr.
SINGAPORE	Toyokeyo Maru	Jap.	Nippon Yusen Kaisha	On 6th inst.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Japan	Am.	P. & O. B. I. & A. L.	On 22nd Mar. at 1
CALCUTTA via STRAITS & RANGOON	Tango Maru	Jap.	Nippon Yusen Kaisha	About 9th Mar.
AUSTRALIAN PORTS via MANILA	St. Albans	Brit.	P. & O. B. I. & A. L.	On 16th Mar.
AUSTRALIAN PORTS	Takpan	Brit.	Butterfield & Swire	On 11th Apr.
AUSTRALIAN PORTS via MANILA	Victoria & Australia S.S. Co.	Jap.	Osaka Shosen Kaisha	On 13th Mar.
BUENOS AIRES, Rio De Janeiro, Santos, &c.	Anyo Maru	Jap.	Toyo Kisen Kaisha	On 15th Mar.
VAL PARADO via JAPAN, HONG-KONG, SAN FRANCISCO &c.	Ichang	Brit.	Butterfield & Swire	On 22nd inst. at 4
SHANGHAI & JAPAN	Narmala	Brit.	P. & O. B. I. & A. L.	On 23rd inst. at 1
SHANGHAI, KORE & YOKOHAMA	Tottori Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst.
SHANGHAI	Cordillera	Frnc.	Messageries Maritimes	About 23rd inst.
SHANGHAI & TIENTSIN	Kwongang	Brit.	Jardine, Matheson & Co. Ltd.	On 26th inst. at 1
SHANGHAI	Chenan	Brit.	Butterfield & Swire	On 28th inst. at 4
SWATOW, SHANGHAI & TIENTSIN	Tricote	Brit.	Dodwell & Co., Ltd.	About 15th Mar.
SWATOW & BANGKOK	Chekiang	Brit.	Butterfield & Swire	On 23rd inst. at 2
SWATOW, AMOY & KOCHOOW	Chusan	Brit.	Butterfield & Swire	On 22nd inst. at 1
SWATOW, AMOY & KOCHOOW	Hailong	Brit.	Douglas Lapraik & Co.	On 25th inst. at 5
SWATOW, AMOY & KOCHOOW	Haiching	Brit.	Douglas Lapraik & Co.	On 1st Mar. at 12
KEELUNG via SWATOW & AMOY	Amakusa Maru	Jap.	Osaka Shosen Kaisha	On 27th inst.
TAKAO via SWATOW & AMOY	Shoshu Maru	Jap.	Osaka Shosen Kaisha	On 27th inst.
SANDAKAN	Hinang	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst. at 8
MANILA	Yuenang	Brit.	Jardine, Matheson & Co., Ltd.	On 16th Mar.
MANILA	Nanking	Am.	China Mail S.S. Co., Ltd.	On 25th inst. at 3
HAIPOHONG via HIOHONG	Teepao	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst. at 1
SAIGON, BANGKOK & SINGAPORE	Shipsan Maru	Jap.	Osaka Shosen Kaisha	On 5th Mar.
JAVA	Chinang Maru	Jap.	Dodwell & Co., Ltd.	About 12th Mar.
JAVA	Chidar	Dut.	Java-China-Japan Lijn	On 22nd inst.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, OMAHUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

LONDON, ANTWERP and HAMBURG s.s. "FOYLE" 28th February.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to RINE & Co., Canton.

THE BANK LINE, LTD.
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW and BANGKOK	"CHUSAN"	On 22nd Feb., 10 A.M.
NINGPO, WHARF, C'FOO & DALNY	"NINGPO"	On 22nd Feb., 4 P.M.
SHANGHAI	"ICHANG"	On 22nd Feb., 4 P.M.
SWATOW, SHANGHAI & TIENTSIN	"CHERIAN"	On 23rd Feb., Noon.
SHANGHAI & PUKOW	"SZECHUEN"	On 24th Feb., Noon.
SHANGHAI & TIENTSIN	"SUNNING"	On 24th Feb., Noon.
SHANGHAI & TIENTSIN	"CHENAN"	On 25th Feb., 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transfer at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"WAIHONG"	... Capt. W. C. Pasmore	TUESDAY, Feb. 22nd, at 12 Noon.
"HAILOONG"	... Capt. W. Conner	FRIDAY, Feb. 25th, at 12 Noon.
"HAIHONG"	... Capt. A. H. Stewart	TUESDAY, Mar. 1st, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Date of Departure	Sailing Date
SHANGHAI, KOREA & YOKOHAMA	"COROILLERE" ... 10,000 ...	On or about 23rd Feb.
	"CHILI" ... 10,000 ...	On or about 19th Mar.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID	"FORTHOS" ... 10,000 ...	On or about 13th March

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUESS,
Acting Agent,
Queen's Building.

Telephone 740.

P. & O. - BRITISH INDIA,
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Ton	From Hongkong (about)	Destination
"KASHGAR"	8,000	3rd Mar.	Marseilles, London & Antwerp
"DILWARA"	5,400	9th Mar.	Singapore, Colombo & Bombay
"ALIPPORE" (Carg.)	5,300	18th Mar.	do.
"KARMALA"	9,000	18th Mar.	Marseilles, London & Antwerp
"KASHMIR"	9,000	18th Mar.	do.
"NANKIN"	7,000	1st Apr.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN" 6,000, 12nd Feb. 1 p.m. | Calcutta via S'pore, P'ang & S'gon

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	9th March	Sandakan, Thursday Island,
"EASTERN"	4,000	6th April	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"ALIPPORE"	5,300	22nd Feb. 10 A.M.	Japan via Shanghai
"ST. ALBANS"	4,500	22nd Feb.	Japan direct
"KARMALA"	9,000	23rd Feb. 10 A.M.	Shanghai & Japan
"TANDA"	7,000	25th Feb.	Shanghai & Koba.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"BRUNO MARU" ... Friday, 16th March

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS,

DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"SEATTLE MARU" ... Sunday, 13th March.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Thursday, 10th March.

"INDUS MARU" ... Friday, 25th March.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Sunday, 5th Mar.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands. VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Dairen—Regular fortnightly passenger service touching at

intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in con-

nection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" (Not calling Manila) ... Monday, 28th Feb.

NEW YORK—Regular monthly service via Japan Port (San Francisco, Panama and

Colon Ports).

"ATLANTIC MARU" ... Tuesday, 22nd Feb.

"AMAZON MARU" ... Beginning of March.

Both taking cargo to Fisco & New York.

NEW ORLEANS LINE.

"HAMBURG MARU" ... Thursday, 24th Feb.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELING via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 2nd class passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 27th Feb.

TAKAO via SWATOW & AMOY

"ROBIN MARU" ... Sunday, 27th Feb.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building. [80]

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Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"TAIWAN"	12th Mar.	16th Mar.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [88]

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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
"FUSUMA MARU" ...	8,000 ...	Feb. 26th.
"KORUMA MARU" ...	20,000 ...	March 7th.
"RIBERIA MARU" ...	20,000 ...	March 18th.
"SHINTO MARU" ...	22,000 ...	April 27th.

† Calling at Dairen instead of Nagasaki. ‡ Not calling at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALAS,

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THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
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"HAYO MARU" ...	18,700 ...	April 9th.
"SHIYO MARU" ...	14,000 ...	May 19th.

* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

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Agents at Canton:

Messrs. T. M. GRIFFITH, LTD.

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Operating the following U.S. Shipping Board Steamers.

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"WHEATLAND MONTANA"	... About March 12th.
"OLY OF SPOKANE"	... About March 21st.

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REGULAR SERVICE

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JAVA PORTS.

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CADARETTA	... March 25th.

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5TH FLOOR

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CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" ... April 11th.

SPECIAL SAILING FOR SHANGHAI.

"HWAH PING" ... March 18th

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THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents,

115, Cross Street Central.

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Tel. 2407.

